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Bangor & Aroostook Celebrates 100 Years

TOP / KODACOLOR. FRED M. SPRINGER

ABOVE / FUJICHROME. DAVID M. SEE

VAUGHN, NEW MEXICO, was the site of a publicity shoot on May 3 to promote the state's railroads as eastbound Santa Fe Super Fleet units were photographed (above) passing over northbound SP GP40-2s (one in new lettering). Then, on May 5, a washout on AT&SF south of Belen forced Chicago-El Paso Train 197 to detour over SP from Vaughn south. Riding the connector down off the Santa Fe, 197's Super Fleet GE passed under home rails (left) and proceeded on SP track to El Paso.

KODACHROME: DON CRIMMIN

AMTRAK GP40s, rebuilt by VMV and leased to Amtrak by Helm, are being used as trailing units to help ease Amtrak's power needs. The 664 was at New Orleans (right) on May 10. See page 42.

A YELLOW RIBBON on SD50 6707 is Conrail's show of support for personnel who served in Operation Desert Storm. The unit was at Bethlehem, Pennsylvania, (below) on June 1. See page 42.

KODACHROME: JOSEPH VAN HOOREBEKE

DOUBLEHEADING OVER DONNER DEEP IN SNOW

OVER THE SIERRAS, NOT AROUND THEM – PLUS CHALLENGERS IN THE 1940s

3985 "The NEW Complete 3985"

Highlights from the history of 3985 - all coal fired, NO DIESELS

1) The first trials in 1981
2) Helicopter pacing over Sherman Hill as 3985 doubleheads with 844. The snow-capped Rockies form the backdrop. Deep in Utah's Weber Canyon.
3) Winding across the flanks of the Sierra. Cresting Donner Summit deep in snow.
4) The first solo trip. Over Sherman Hill, across Wyoming and thru the Bear River Range on the Oregon Short Line to Pocatello.
5) Squirming South thru Nugget Canyon. The first fan trip: down the city streets of Salt Lake, south to Provo thru the astonishing grandeur of the Southern Wasatch, crowned with snow.
6) In the cab and 5 feet from the drivers as 3985 goes pounding back to Cheyenne. Breathtaking pacing against the Wasatch Range all white with winter.

Challengers in the 1940s

The way it really was on the high plains when Challengers did real work on the Union Pacific. Slope back switchers, a few 4-8-4s and the first diesel passenger trains. Photographed in the forties by Guy Brant. 53 mins. $39.95

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844A "Blizzards, Freights and Streamliners"

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3) On the ground, in the cab and from the air with America's last steam powered streamliner: "The City of St. Louis"
4) Our most spectacular run pasts chosen from 15 years of shooting on Sherman Hill

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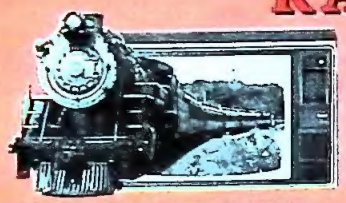

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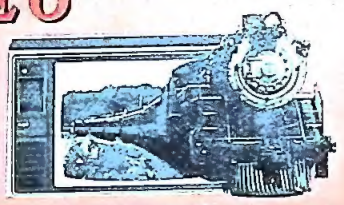

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Color, Sound. 4 One Hour parts ..... 33.45 EACH
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"A Farewell To The Bullets And Brills" A head-end ride aboard the last remaining "Stratford" car in service over the former Philadelphia & Western (now operated by SEPTA) from the 69th St. Terminal to Norristown, PA. plus run-bys and historic footage. Color, Sound. One Hour 33.45

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"PRR Mainline Steam" Double headed PRR power trackside action from Strasburg, PA to 30th Street Sta. Phila. and return. Color, Sound, One Hour 33.45

"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride.
Color, Sound, One Hour 33.45

"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J., Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations.
Color, Sound, One Hour 33.45

"Northeast Corridor, Part III" Passenger and Frieght trackside action from Colonia to Trenton, New Jersey.
Color, Sound, One Hour $33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment.
Color, Sound, One Hour 33.45

"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour. 33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines. Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania. Color, Sound, One Hour 33.45

"Conrail Fast Frieghts-The River Line" Trackside action of Conrail freights on the Hudson River line.
Color, Sound, One Hour 33.45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour 33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980.
Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

"PRR Power Volume II" All vintage PRR steam in action between 1946 and 1956 at many locations including South Amboy, Camden, Baltimore, Phila., Horse Shoe Curve & Altoona. Color, Sound, One Hour 33.45

"PRR Power Volume Three" Vintage PRR action shot between 1930 and 1968. Never before released - a Railroad Video Productions exclusive!
Color and B/W, Sound, One Hour 33.45

"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service.
Color, Sound, One Hour 33.45

"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage. Color, B&W, Sound, One Hour 33.45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's.
B&W, Sound, One Hour 33.45

"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage, plus the B&O-produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound, One Hour 33.45

"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown.
Color, B&W, Background Music, One Hour 33.45

"Traction Action" Features trackside action of over 30 trolley lines from coast to coast between 1930-1950.
Color, B&W, Background Music, One Hour 33.45

"New York Central-Reading Co. Vintage Movies"
1. **"Within The Oval"** Color, Sound (N.Y. Central)
2. **"The Steam Engine"** B&W, Sound (N.Y. Central)
3. **"Safety At The Crossroads"** B&W, Sound (Reading Co.)
Total Running Time One Hour 33.45

"PRR Vintage Movies" Produced by the PRR
1. **"What In Blazes"** Color, Sound
2. **"Clear Track Ahead"** B&W, Sound
3. **"GG-1 Head-End Highlights"** B&W, Sound
Total Running Time One Hour 33.45

"Classic Railroad Archives" Four vintage railroad movies.
1. **"Progress On The Rails"** Produced by the PRR
2. **"Fast Freight"** Produced by the AAR
3. **"Coast To Coast In 48 Hours"** Produced by the PRR
4. **"Snow And Steam"** Produced by British Rails
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume II" Three vintage railroad movies produced by the AAR.
1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
2. **"Operation Reading"** Produced by the Reading Co.
3. **"Flight Of The Century"** (early version) NYC
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
2. **"End Of An Era"** Produced by Rayonier Corp.
3. **"Ichabod, The Man Without A Head"** Produced by the AAR
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1. **"On The Track"** Produced by the AAR
2. **"Milestones Of Progress"** Produced by the AAR
3. **"Tomorrow's Railroads"** Produced by the Waugh Equip. Corp.
4. **"Easy Does It"** Produced by the AAR
Color, B&W, Sound, One Hour 33.45

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One Hour, Fifty Minutes 33.45

MORE HEAD-END TAPES

"Philadelphia Trolleys" A head-end ride on SEPTA's Media and Sharon Hill lines operating out of the 69th Street Terminal, plus run-bys. Full Color, Sound, One Hour 33.45

"The Atlantic City Line" A head-end ride from Atlantic City, N.J. to 30th Street Station, Phila. plus run-bys and (B&W) vintage PRSL footage.
PART 1-Atlantic City to Atco, N.J. +Vintage PRSL footage.
Color, B&W, Sound, One Hour 33.45
PART 2-Atco, N.J. to 30th Street Sta. Phila. + run-bys.
Color, Sound, One Hour Each 33.45

"The Gladstone Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Gladstone, New Jersey, in the cab of a NJ Transit G.E. MU.
Color, Sound, One Hour, Thirty Minutes 39.95

"The Dover Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Dover, New Jersey, in the cab of a NJ Transit G.E. MU.
Color, Sound, One Hour, Thirty Minutes 39.95

"The Bergen County Line" A head-end ride over the former Erie Railroad (via the Bergen County Line) from Hoboken, New Jersey to Suffern, New York, in the cab of a NJ Transit GP40PH diesel.
Color, Sound, One Hour 33.45

"The Erie Main Line" A head-end ride over the former Erie Railroad (via the Main Line) from Hoboken, New Jersey to Suffern, New York, in the cab of a NJ Transit GP40PH diesel.
Color, Sound, One Hour 33.45

"The Pascack Valley Line" A head-end ride over the former Erie Railroad from Hoboken, New Jersey, to Spring Valley, New York, in the cab of a NJ Transit U34CH diesel.
Color, Sound, One Hour 33.45

"The Port Jervis Line" A head-end ride over the former Erie Railroad from Suffern to Port-Jervis, New York, in the cab of a Metro North RDC train.
Part 1 - Color, Sound, One Hour 33.45
Part 2 - Color, Sound, One Hour 33.45

"The Boonton Line" A head-end ride in NJT U34CH diesel via the Boonton Line from Hoboken to Netcong.
Color, Sound, One Hour, Thirty Minutes 39.95

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GEORGE M. SMERK/columnist
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Circulation Manager: Henry R. Carstens. **Circulation:** Carole Olinger, Rose M. Gervasi, Peggy Gardner, Joanne Guest. **Advertising Billing:** Margie Palazzo. **Advertising Production:** Mary Ann Lengle, Joann McMickle, Faith Henderson. **Reader Service:** Lynn Thomas. **Dealer Service:** Cathy Streeter. **Shipping:** Shawn Reinertsen, Ken Fletcher.

From the Publisher's desk: West Side Freight Line

It's uncertain how many passenger trains were operated over the New York Central's West Side Freight Line after the demise of regular passenger service in 1917, but presumably there must have been inspection trips for railroad and government officials and shippers. My only trip on the line was aboard an Electric Railroader's Association special train on July 30, 1950, which originated at St. John's Terminal for a round trip to Harmon and back A mimeographed flier handed out to passengers gave some interesting historical facts about the line's history.

The West Side Line was about 13 miles long and extended in a southerly direction from the main Line junction at Spuyten Duyvil terminating at the new St. John's Park Freight Station, one of the largest freight stations in the country. Freight stations were also located at 130th Street, 60th Street and 30th Street.

South of 60th Street the railroad was originally constructed on city streets following Hudson Street, Canal Street, Marginal Way, 10th Avenue, through the 30th Street Yard, 11th Avenue, through the 60th Street Yard and then along the Hudson River to Spuyten Duyvil. Between 1927 and 1941 the line between 60th Street and 30th Street was moved into a subway or cut, and south of 30th Street it was elevated, The improvement eliminated 105 grade crossings.

As the only all-rail freight line on Manhattan Island, the line was termed the "Life line of New York" since the city depended greatly on the transportation afforded by this line for its food and milk. The long double track elevated line was unusual in that it cut *through* several buildings at the second floor level. One of these was the Bell Telephone Laboratories Building where it was necessary to support the viaduct on bedrock foundations independent of the building in order to eliminate vibration, which might affect precision instruments in the Bell building.

When the viaduct went into operation it eliminated the New York Central cowboys on horseback who under an old city ordinance had to precede each train with a red flag giving warning of the approach of freight trains which were restricted to six m.p.h.

The St. John's Park Freight Terminal, dedicated June 28, 1934, mandated abandonment of the older St. John's Park Terminal opened in 1868 on Hudson Street between Laight and Beech Streets. St. John's Park freight terminal derived its name from the old St. John's Park owned by St. John's Episcopal Church. The church, a venerable landmark, was razed for the construction of the West Side Subway. The Morgan Parcel Post Building, served by an elevated spur of the West Side Line, occupied the site of the original passenger station.

The New York Central once maintained a large roundhouse on the West Side at ground level at 71st Street, as well as freight and stock yards which extended from 60th Street to 72nd Street. Steam locomotives in later years were boxed-in Shay engines, so built so as not to frighten horses as they trundled along city streets. The electrified elevated line used three-way locomotives (electric, diesel-electric, battery) after steam was phased out, as well as conventional electrics.

Following this month's feature on Amtrak's use of the north end of the Freight Line as its new "Empire Connection," next month Bob Hart will give us a look at the freight operations on the elevated south end that remained into the early 1960s.

RAILFAN & RAILROAD

September 1991/vol.10 no.9

RAILROAD / founded 1906 / vol.113 no.6

Features

46 **Bangor & Aroostook Celebrates 100 Years**/Bruce Owen Nett
50 **McCammon and Memories**/Wes Vernon
51 **Photo Line**/The graphic expression
54 **Amtrak's new "Empire Corridor"**/Karl Zimmermann
60 **Sacramento: The Supporting Cast**/Mike Del Vecchio
65 **Tracking the Green Machine**/George W. Hamlin

Departments

2 **Railnews**/news in color
6 **Fanmail**/letters from readers
10 **Timetable**/events
20 **We'd like you to meet . . .** /George W. Hamlin
22 **Railroadiana**/product news and reviews
25 **Videos**/videotape reviews
29 **Camera Bag**/Feature Attractions
33 **Railfun**/Curt Katz
34 **Transit Currents**/George M. Smerk
42 **Railnews**/news in detail
69 **Markers**/editorial commentary
70 **Switch List**/classified advertising
72 **Advertising Index**/the railfan marketplace
73 **Railnews**/news in color
74 **Railnews**/news in color

Cover

"Born again" in its "as delivered" two-tone gray livery and returned to its original number, Bangor & Aroostook's last F3, formerly No.42, is the roving centerpiece of the railroad's 100th Anniversary celebration. In the livery inspired by Electro-Motive's F3 demonstrator set 291, the F3 made its public debut on a weekend of excursions for the 470 Railroad Club of Portland, Maine, which supplied the nearly $2000 worth of paint for the project. The unit was photographed at Northern Maine Junction on May 24, 1991. See Bruce's summary of the Centennial events and a survey of the BAR's current operations in his feature beginning on page 46, and check TIMETABLE for the 502's Centennial Celebration excursion schedule. Kodak Ektar 125: Bruce Owen Nett.

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Historic:

- "Late, Great NICKEL PLATE" 50 Min., Steam in 1950s. Sound.
- "RUBBER CITY RAILS" - Part One. B&O 1950s steam, more - Music.
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Desert chimes

While I enjoyed David C. Lustig's article on the Plaster City Alcos and reveled in the superb cover photo, I thought a mention should be made of the incomparable Nathan "Airchime" M5 horns. The four DL535Es built in 1982 are probably the last new locomotives factory equipped with this increasingly rare device.

In view of the limited amount of crossing use the horns should experience, it is, perhaps, to be hoped that engineer Joe Mullings and his opposite number play a little with the horn should they notice any of us railfans around. I'm sure we would all appreciate a little "music in the desert."

BILL WILLIAMSON
Scarborough, Ont.

When J.J. was young

You really did it this time! Hal Lewis' "Firing the Hoosier Hudsons" is absolutely the *best* article published in your magazine since its inception. I've never been a fan of the Central's Hudsons — to me they're ugly and anemic looking. But they were steam locomotives, and Hal's experiences aboard them would coincide with the experiences of any of us who were lucky enough to enjoy cab privileges on anybody's railroad during the time steam was in regular service. Hal's article triggered countless memories relating to my own adventures aboard steam locomotives of the B&O, PRR, W&LE, P&WV, AT&SF, Frisco and a raft of short lines at a time when railroading was railroading and no one in the industry had to apologize to anyone for their performance!

Hal Lewis is to be commended and thanked for writing the article and for illustrating it with such great photos. I was particularly taken by the shot of engineer Everett Elliott at the top of page 52. While I question that he's aboard Train 443 at Kankakee ready to depart for Indy (*you're right, that eastbound night train would have been 438* — J.B.), it *is* the absolute "standard steam hogger" interpretation — always concerned about making the schedule and the "time" — whether aboard a Hudson soon to exceed 75 m.p.h. on varnish across Indiana or aboard an articulated about to move 9000 tons of black diamonds across the rugged hills of West Virginia, western Pennsylvania or eastern Ohio hell bent at 30 or 40 m.p.h. for the lake ports.

Beautiful, just beautiful. Kudos to Hal Lewis.

J.J. YOUNG, JR.
Binghamton, N.Y.

Caught by the boss, again

I find your July '91 issue of real interest to me as my old friend Harold "Hal" Lewis wrote "Firing the Hoosier Hudsons." He also mentions me on page 53 as the "Boss" who caught him riding the engine without authorization. The last I heard years ago was that he worked for the government. He had "smarts," and without being a professional

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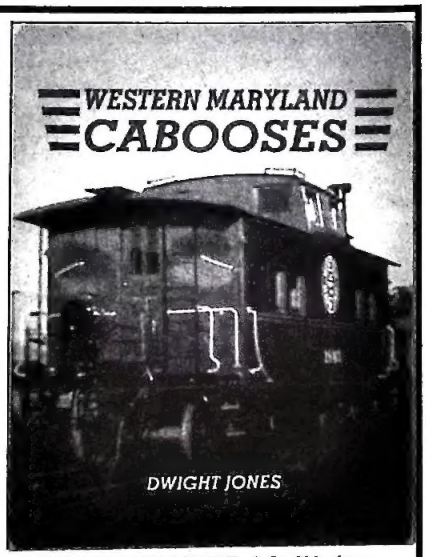

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he was at least as smart as I, an official of the New York Central. Later I became road foreman on the Toledo and Chicago divisions and system air brake instructor on the Penn Central, headquartered out of Philadelphia.

I've been retired eight years and enjoying life in central Florida near Orlando.

RAY E. McWILLIAMS
Lake Mary, Fla.

Hudsons with Hal

With great interest I read about "Firing the Hoosier Hudsons" by Hal Lewis in the July '91 issue. I was at Purdue from 1951 through 1954 and got to know Hal in his final year there through my visits with the crossing watchman at the Lafayette station. It's been interesting for me to see Hal appear on the pages of R&R during the recent years.

I remember Hal as an amiable person who understandably was adopted by the engine crews running through Lafayette. One day when we both were at the station, Hal invited me to ride with him in the cab of the Lafayette helper engine on a freight train up the grade to Altamont. He also gave me a print of one of his excellent photos showing the *James Whitcomb Riley* rounding a curve and going upgrade past West Lafayette.

Several times I rode as a coach passenger on the *Riley* pulled by a Hudson when going home to Fulton, Illinois, for the holidays. I would ride from Lafayette to Chicago, then transfer to the C&NW station and take one of the many passenger trains on the Chicago-Omaha line. These trips took me through Editor Boyd's home town of Dixon, Ill.

Purdue was a good place for a railfan, especially a steam fan, during the early 1950s. One could walk across the campus and hear a steam engine working upgrade a short dis-

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tance away or whistling for the grade crossing near the Purdue Airport. Lafayette also featured Nickel Plate steam activity, along with the Monon and Wabash running diesels.

One event in the train watching days at Purdue will always stand out in my memory. When my parents came from Illinois for my graduation in May 1954, I told Dad, who was also a railfan, that we had to see the *Riley* with a Hudson southbound at Lafayette station at about 6:00 p.m. We were at the station on time, and the *Riley* pulled in, for the first time in my experience, headed by diesel units. What a disappointment — but also an indicator that the best train watching days in Lafayette were drawing to a close and it was, indeed, time to graduate and say farewell.

BUD BALK
Vernon, Conn.

The Hudsons in High School

The article "Firing the Hoosier Hudsons" by Hal Lewis brought back memories of my high school days. During the same period I was a "guest" in the agent's office in Fowler, Indiana. I was permitted to listen to the dispatcher's phone and often made my own train sheets which are still in my collection. To help confirm his comment that 5380 was a "Dog," I still recall that one day it had steam problems and "fell down" east of Lafayette with Number 3 (the *Riley* — it wasn't proper for a railfan to use train names in those days). Another memory from those days is observed on mornings when I look at my watch at 11:10. (It's an hour later now because of Indiana's year 'round daylight time.) The operator at Swanington would call Fowler on the block phone and announce Number 3's entering the block and give a clear for eastward movements by saying "Eleven-ten, two on two, goin' to dinner."

The fall of 1954 found me in Purdue, and to simplify too many "Bobs" my nickname became "Monon" due to my railfan interest in that road.

ROBERT E. WHEELER
Indianapolis, Ind.

A proper T1

I read your comments on page 71 of the July '91 issue concerning "A proper T1," and I'd like to point out one thing. I respect the knowledge you and your staff have on prototype railroading, but remember for some of us the Reading T1 was supposed to have those white tires and yellow hand rails.

I was born some three years after the T1s and have lived in the Philadelphia area for my entire life. I saw some Reading steam in my early years but can't remember ever seeing a Northern in revenue service. My first and fondest memories of the engines were from the Ramble years of the 1960s. Objective people have told me that the T1 has a face only a mother could love. I also know that those of us who are fans of the engines will take the most any way we can get them. Please try not to be so hard on the old girls.

JACK L. EPPERT
Rockledge, Pa.

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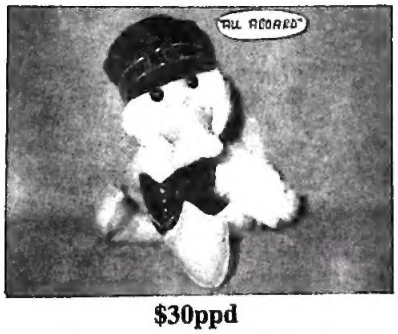

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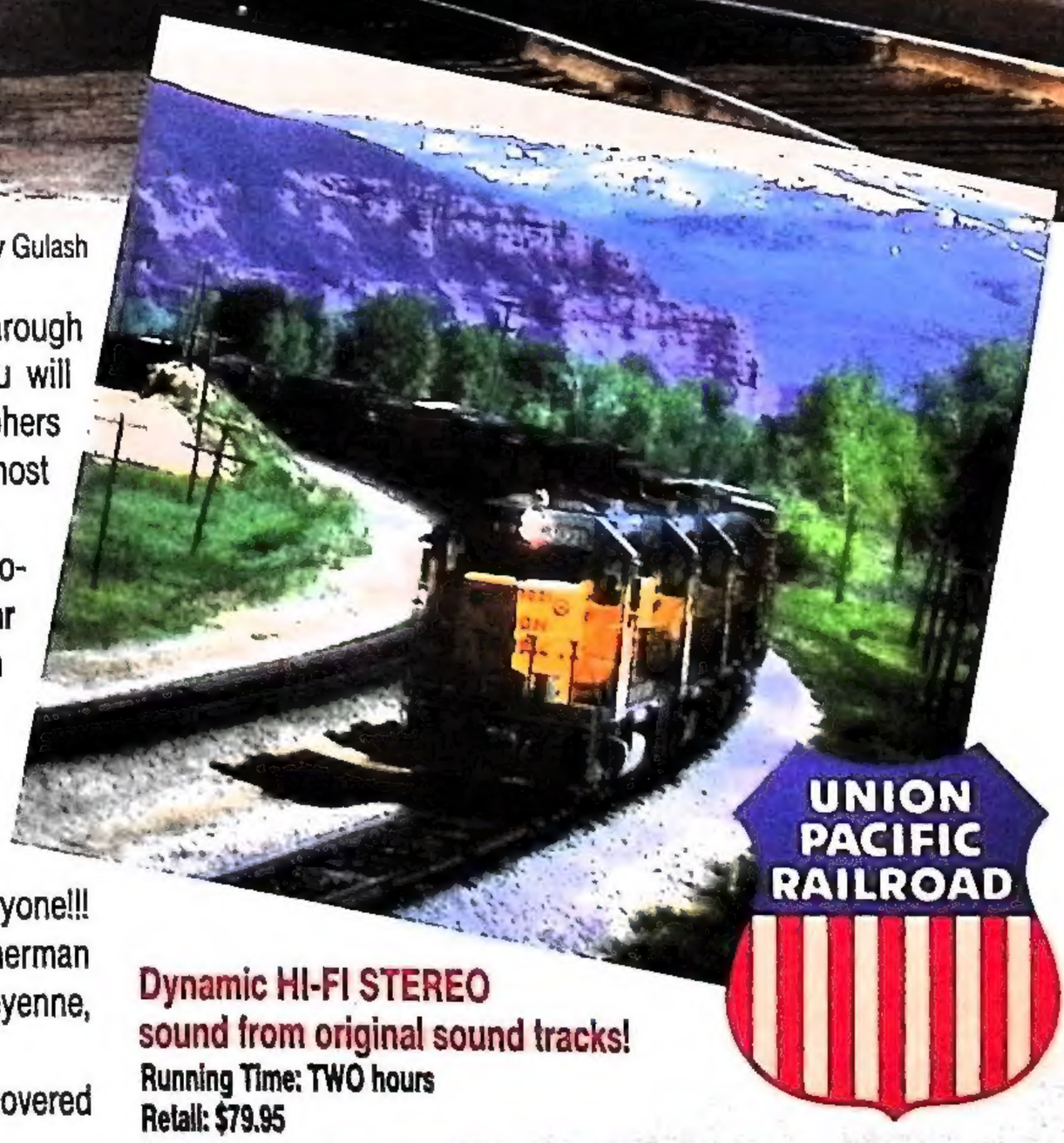

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liveries) it was interesting to see the 2102 in a proper "Rambles" livery in 1985 (March '86 R&R front cover), but it still looked like a Lionel toy and not like a real locomotive that belonged at the head end of a loaded coal train like it did so well on April 6, 1991 — J.B.

Lackawanna Valley RS18s

I have a few additions to the Lackawanna Valley story in the July '91 issue. Both LVAL RS18s are retired CN units, and they were acquired from Century Locomotive Parts, Inc. (CLP), of Lachine, Quebec, a local parts and locomotive dealer located in a section of the former Dominion Engineering Works.

The Roberval & Saguenay No.43 (ex-CN 3124) was never actually owned by the R&S. Indeed, it was returned to CLP soon after being received and examined. Following this, the said locomotive was resold to Lackawanna Valley. The R&S later acquired some rebuilt Super 7s from GE.

The 022 is the former CN 3127 and was, until its purchase by LVAL, a leased unit for CLP.

Both of these units were originally part of a series of 30 RS18s built in 1959 (3100-3129) which were geared for 80 m.p.h., and they had a through steam line (no boiler) for occasional passenger service. They were, indeed, used in both services right up until the late 1980s, being on occasional lease to VIA.

These RS18s are still fine units — the parts are not hard to find, and they still have a few more years of good service to give. Indeed, a lot of CN engineers I know would take them back any time.

LEN THIBEAULT
Lungueuil, Que.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1991 Excursion Season. The following listings indicate **Date**, locomotive, routes and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. 611 is an N&W Class J 4-8-4; 1218 is an N&W Class A 2-6-6-4; 4501 is a Southern Railway 2-8-2.

August 7, 611 Kenova to Iaeger, W.V., and return (CPH); **August 8**, 611 Kenova to Portsmouth, Oh., and return (CPH) (August 7-8 trips for NRHS national convention at Huntington, W.V.); **August 16**, 611 Cleveland to Buffalo one way with CR power Buffalo to Niagara Falls for overnight stay (ORHC); **August 18**, 611 Buffalo to Cleveland, one way (ORHC).

September 7-8, 4501 Knoxville to Chattanooga, Tenn., and return (OSRM); **September 21**, 4501 Kingsport, Tenn., to Appalachia, Va., and return (WVC); **September 22**, 4501 Kingsport to Knoxville, Tenn., and return (WVC); **September 21-22**, 1218 Bellevue to Fort Wayne and return (MRC); **September 29**, 1218 Cincinnati to Muncie, Ind., and return (CRC); **September 28**, 611/diesel Alexandria-Shenandoah Jct.-Alexandria circle trip (WACN); **September 29**, 611 Alexandria to Front Royal, Va., and return (WACN).

October 5, 1218 Lexington, Ky., to Chattanooga, Tenn., one way (BGM); **October 6**, 1218 Chattanooga to Lexington, one way (BGM); **October 5-6**, 611/diesel Richmond-Appomattox-Lynchburg and return (ODM); **October 12-13**, 1218 Chattanooga to Oneida, Tenn., and return (TVRM); **October 12-13**, 611 Roanoke to local destination and return (RNRH); **October 19-20**, 1218 Chattanooga to Oneida and return (TVRM); **October 19-20**, 611 Greensboro, N.C., to Roanoke, Va., or other destination (GNRH); **October 26-27**, 611 Atlanta to Toccoa, Ga., and return (ANRH); **October 26-27**, 4501 Asheville, N.C., to Bulls Gap or Statesville (ASHV).

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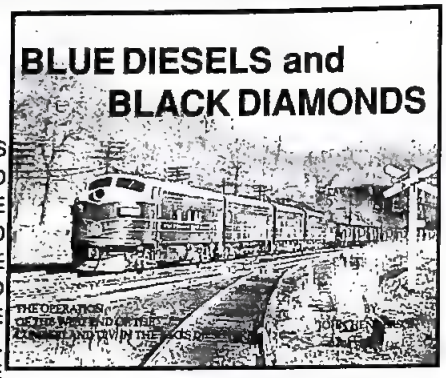

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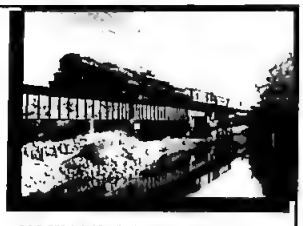

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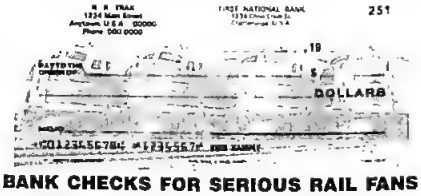

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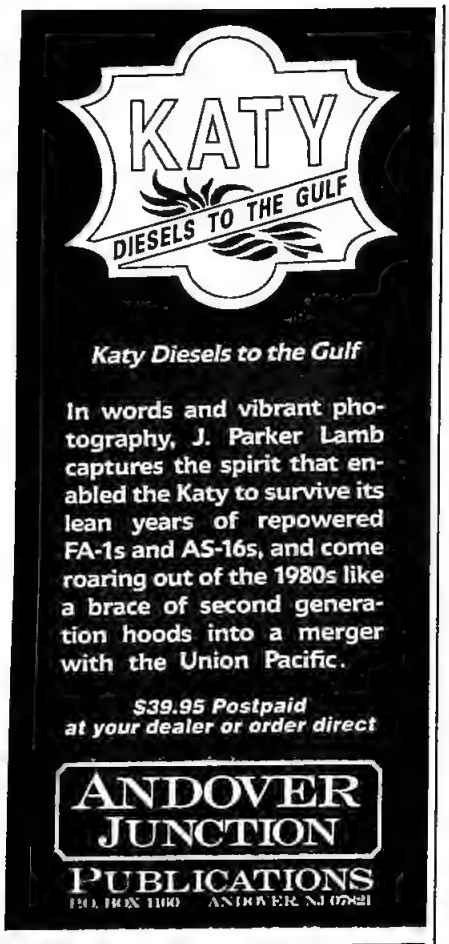
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BANGOR & AROOSTOOK CENTENNIAL EXCURSIONS will operate during 1991 summer season. All are round trips lasting three to four hours, scheduled to coordinate with fairs, festivals and local celebrations. Times shown are for departure from point of origin.

Northern Maine Junction-Brownville Junction: August 3 at 8am; August 4 ar 2:30 p.m.; August 17 and 18 at noon.

Northern Maine Junction-Searsport: August 3 and 18 at noon; August 17 at 8am.

Derby-Millinocket: August 10 and 11 at 8am.

Houlton-Squa Pan: August 24 at 9am.

Tickets for each trip are $15 for adults, $7.50 for children (group and family rates available. For tickets and updated schedule information, phone 800/244-3100, or contact: Bangor & Aroostook Railroad Company, Northern Maine Junction Park, R.R. 2, Box 45, Bangor, ME 04401.

BLUE MOUNTAIN & READING RAILROAD, Off-Line Trip Department, P.O. Box 425, Hamburg, PA 19526 (215/562-4083) will operate the following "Iron Horse Rambles" on the Reading & Northern with T1 4-8-4 2102. Exact departure points and other information supplied with tickets. Fares shown are for adult/child (12 and under).

August 4, Tamaqua-Reading, $25/$5.
August 11, Port Clinton-Tamaqua or Reading, $25/$5.
September 28, Reading-Schuylkill Haven, $20/$5.
October 6, Reading-Tremont or Donaldson, $35/$6.
October 13, Reading-Tamaqua, $27/$6.
October 26, Reading-Pottsville, $26/$6.

CHICAGO, ILLINOIS, August 4. Omnibus Society of America will operate an excursion to the Fox River Trolley Museum in South Elgin, Illinois, using regularly scheduled Metra/Milwaukee trains to and from Elgin (depart 8:40am, return 3:12pm) and chartered bus beyond. Adult fare of $25 includes rail and bus transportation, admission to museum, ride on chartered museum train and unlimited rides on remaining equipment at museum. Contact: Omnibus Society of America c/o John LeBeau, 15329 Chicago Road, Suite 12, Dolton, IL 60419, 708/251-2262.

NRHS 1991 CONVENTION, August 7-10, 1991. The Collis P. Huntington Chapter NRHS will host the 1991 NRHS National Convention in Huntington, West Virginia. Headquarters for the convention will be at the Raddisson Hotel. Flea market and model railroad show at Huntington Civic Center Main Arena August 8-10. Scheduled activities and passenger excursions are as follows:

August 7, N&W streamlined Class J 4-8-4 611 round trip Kenova-laeger, W.V.

August 8, tour of CSX Huntington shops; Nickel Plate 2-8-4 765 and Pere Marquette 2-8-4 1225 side-by-side on double track Huntington-St.' Albans, with photo runbys; Jim Boyd night photo session featuring the 611, 765, 1225 and CSX Fs.

August 9, 611 round trip Kenova-Portsmouth, Ohio.; board and membership meetings; three runs around Huntington Loop with CSX Fs; annual banquet.

August 10, 765 and 1225 doublehead New River round trip Huntington-Hinton.

For more information contact: Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; 304/522-6140.

SPOKANE, WASHINGTON, August 8-11. Railfest Northwest 1991 Convention. Tours of BN yards and CXT concrete tie plant, plus clinics and contests on models and photography. Registration package includes maps and information on Spokane area rail lines, sightseeing, shopping and entertainment. For brochure and information send SASE to: Railfest Northwest, 2310 Cherry Street, Spokane, WA 99216.

GUIDED TOUR OF SUSQUEHANNA RIGHT OF WAY sponsored by NYS&W Technical & Historical Society will include station sites, junctions, bridges and other features. No charge, but advance reservations must be made by phoning 201/666-6441.

August 10, Main Line: Sparta Junction, New Jersey, to Hainesburg Junction and Delaware River. Meet at Sparta Junction (Houses Corner Road crossing) 10am.

MILBANK, SOUTH DAKOTA, August 10-11. Trainfest '91. Ride ex-Soo Line and Milwaukee Road coaches on the Sisseton Milbank Railroad's "Whetstone Valley Express" to Corona, with special railway post office cancellation and mail service onboard. Plus slide shows, movies, displays and models in various gauges. Model exhibit and visual programs at city auditorium 10am-8pm Saturday, 10am-5pm Sunday; adults $1, children free. Train ride round trip to Corona (21 miles) adults $6, children $3; short trip (10.5 miles) adults $3, children $2. Train tickets can be reserved by call-

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ing: 605/432-6656 or by mailing payment to: Milbank Chamber of Commerce, 203 South Main, Milbank, SD 57252.

PORT CLINTON, PENNSYLVANIA, August 11. BM&R T1 4-8-4 2102 will power circle trip Port Clinton-Tamaqua-Reading-Port Clinton on the new Reading & Northern Railroad. Departs 11am. Adults $25, ages 12 and under $5. Limited seating. Send check or money order payable to Blue Mountain & Reading Railroad to: North Berks/South Schuylkill Historical Association, Attention Train Ticket Agent, Penn & Clinton Streets, Port Clinton, PA 19549, or phone: 215/562-3749, 215/562-3996 or 215/562-8540. Credit card ticket buyers phone: 215/562-4083.

KANSAS CITY, MISSOURI, August 15-18. Union Pacific Historical Society Annual Meeting at Park Place Hotel, 1601 North Universal Avenue. Bus tours of UP Neff and Armstrong yards, programs and modeling clinics, model and photo contests and much more. Registration (includes banquet) $80. Additional banquet tickets $20, children $10. Make Checks payable to Union Pacific Historical Society and order tickets or request information from: Carl Kempkes, 12811 Endinburgh, Olathe, KS 66062. Standard room rates at Park Place Hotel $60. For reservations phone: 816/483-9900 or 800/821-8532.

READING COMPANY Technical & Historical Society Moonlight Specials will depart at 6:30pm from Blue Mountain & Reading's Temple, Pennsylvania, depot on the following dates. For tickets and information, send SASE to: RCT&HS, Passenger Operations, P.O. Box 15143, Reading, PA 19612-5143.

August 17, D.J. Hop, Adults $7, ages 3-12 $5.
September 14, Autumn Apple Night, Adults $8.50, ages 3-12 $6.50.

COLORADO RAILROAD MUSEUM 1991 steam schedule will have narrow gauge 2-8-0 346 operating on the following dates. For more information contact the Colorado Railroad Museum at 17155 W. 44th Avenue, P.O. Box 10, Golden, CO 80402; 303/279-4591.

August 17-18, September 28-29, December 7-8 (Santa Claus Train).

SENTIMENTAL RAIL JOURNEYS, P.O. Box 2729, Mission Viejo, CA 92690 (714/240-2101), is sponsoring the following luxury rail tours onboard their restored vintage cars pulled behind Amtrak trains.

August 23 San Francisco.
September 17 Canada.
October 7 New Orleans.
December 30 Monterey.

BAY COLONY GONDOLA CAR TRIPS, August 24-25. Rides offered in Fall River, Taunton and Newton, Massacusetts. For more details contact Mass Bay RRE, P.O. Box 8136, Ward Hill, MA 01835; 617/489-5277

BOSTON, MASSACHUSETTS, August 25 "Martha's Vineyard Special" chartered train via Conrail and MBTA. Depart South Station 8am, return 8:45pm with additional convenient boarding stations in eastern Massachusetts Ocean cruise from Falmouth to Martha's Vineyard via Hyannis. Fares, including ferry and transfers: $40 adults, $20 ages 5-16, lap babies free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

NEWPORT, WASHINGTON, August 30-31. MILWEST Annual Meet at Newport City Hall Annex. Friday 7-11pm: open slide shows of former Milwaukee Road operations in the Spokane area plus current operations of St. Maries River Railroad and Pend Oreille Valley Railroad. Saturday 7-11pm: business meeting, model contest and multi-media slide show of Milwaukee Road Lines West. Contact: Ron Hamilton, 2506 Fissure Loop North, Dept. RF, Redmond, OR 97756.

IONE, WASHINGTON, August 31-September 1, October 12-13. Downriver Days passenger excursions on Pend Oreille Valley Railroad to Metaline Falls and return. Rare mileage (approximately ten miles) on north end of POVA's scenic ex-Milwaukee Road trackage includes spectacular bridge over Box Canyon Dam. Tickets $4. For advance reservations (strongly recommended) or information phone: 509/442-3397 noon-6pm on weekdays.

OWOSSO, MICHIGAN, August 31-September 2, September 28-29, October 12-13. Shiawassee Valley Railroad will operate six or more excursions per day over ex-NYC line to St. Charles with Pere Marquette 2-8-4 1225. For more information, contact: Shiawassee Valley Railroad, P.O. Box 996, Owosso, MI 48867; 517/723-5797.

CHAMA, NEW MEXICO, September 1. Doubleheaded narrow gauge mixed freight and passenger excursion on the Cumbres & Toltec Scenic Railroad from Chama to Big Horn Wye and return. Numerous photo runbys. $75 per person. Contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201; 303/431-4354.

INDIANAPOLIS, INDIANA, September 6-8. 8th Annual Hoosier Traction Meet at Best Western Waterfront Plaza, 2930 Waterfront Parkway West, Indianapolis, IN 46214; 317/299-8400 (located off I-465 and I-74 west on Hwy. 136). Tickets $10 in advance, $11 at door. Friday: swap meet (tables $5), slide and movie sessions. Saturday: continuous movies and lectures, including program by R&R columnist George Smerk. Sunday: trip on Indiana Rail Road aboard historic traction equipment. For tickets and information contact:

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HIGH IRON TRAVEL, P.O Box 480344, Denver, CO 80248-0344 (303/825-8885), is sponsoring the following railfan events.

September 7, C&IM trip Springfield-Taylorville-Havana-Peoria, $195

September 12-15, Chicago-Ashland, Wisconsin, via Soo Line on private cars *Caritas* and *Cimmaron River* for AAPRCO Convention, $785; $200 extra for roomette

September 28-29, Connellsville-Brewster-Cleveland via "new" W&LE on private car special, $795, $200 extra for roomette.

ARKVILLE, NEW YORK, September 7. Railfan Day on the Delaware & Ulster Rail Rides on five miles of ex-Ulster & Delaware in the Catskills. Regular summer season operations through October 27: Adults $7, ages 5-11 $4, under 5 free, seniors $5.50. For complete schedule phone 800/225-4132 or 607/652-2821, or contact: Delaware & Ulster Rail Ride, P.O. Box 310, Stamford, NY 12167.

NASHVILLE, TENNESSEE, September 7, October 12-13, December 7. Rare mileage 90-mile excursions to Watertown on ex-Tennessee Central trackage with *Broadway Dinner Train* cars, privately-owned sun lounge *Hollywood Beach* and Nashville & Eastern U30Bs. For more information contact: Terry Bebout, 709 N. Lake Circle, Brentwood, TN 37027-7844; 615/781-0262.

CANADIAN ROCKIES SEA & RAIL TRIP, September 12-26. To or from Seattle. Includes Seabus and Skytrain in Vancouver, Royal Hudson steam trip, VIA trip to Jasper, 15-hour boat trip up Inside Passage, Banff and Lake Louise and much more. Contact: Townsend Tours, Box 504, Port Hadlock, WA 98339; 206/385-7735.

STEAMTOWN PHOTOGRAPHER's WEEKEND, September 13-15. Another terrific weekend of railfan photography and fun will take place at Steamtown National Historic Site in Scranton, Pennsylvania. Plans include night photo session, at least one passenger excursion and more of those yard photo runbys that made last year's event such a smash success. Due to extensive construction, scheduling for certain activities won't be finalized until just before the weekend. Watch this column for further developments or phone 717/961-2033 for updated information.

BUS CHARTER TO GETTYSBURG RAILROAD, September 14. Delaware Valley Chapter NRHS charter bus departs SEPTA park & ride lots in Yardley (New Hope exit off I-95, 6am) or Oreland, Pennsylvania, (Exit 26 off Penn. Turnpike, Route 309 South and Oreland exit, 6:50am) for trip to Gettysburg Railroad for ride behind CPR 4-6-2 1278 to Mt. Holly Springs. Adults $28, under 12 $22. Send payment and SASE with note indicating boarding point to: Delaware Valley Chapter, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

PORTOLA, CALIFORNIA, September 14. Feather River Rail Society Annual Railfan's Day at Portola Railroad Musuem EMD, GE, Alco, Baldwin and Plymouth diesels will power photo freights of various vintage. Operations 10am-6pm, followed by dinner, multi-media shows, night photo session directed by Vic Neves and more slide shows until after midnight. Advance tickets $8 by mail or $10 at the door. Contact: Feather River Rail Society, P.O. Box 608, Portola, CA 96122, 916/832-4131

STRASBURG, PENNSYLVANIA, September 20-21. 3rd Annual National Railway Preservation Symposium at the Railroad Museum of Pennsylvania. Theme: "Preservation and the Small Museum, Professionalism on a Budget." Topics include exhibits, collections care and management, community relations, workshops and more. Registration fee of $150 includes all meals, tours, train ride and more. Contact: Symposium, Railroad Museum of Pennsylvania, P.O. Box 15, Strasburg, PA 17579.

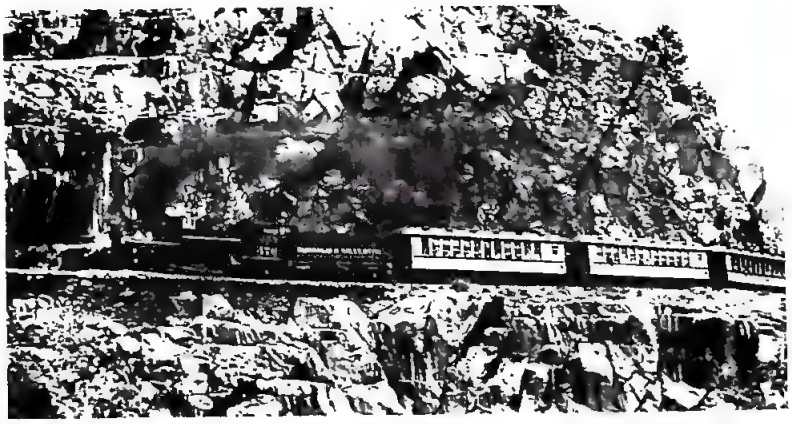
WHIPPANY, NEW JERSEY, September 21. Railroad Festival '91 at Whippany Railway Museum, Route 10 West & Whippany Road, 11am-4:30pm. Adults $1, children 50¢, seniors 75¢. Equipment from Conrail, M&E and NJ Transit. Exhibits on DL&W's Sussex Branch milk trains and Operation Lifesaver. Book signing by rail author Bob Pennisi. Send LSASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016, or phone: 201/887-8177.

BINGHAMTON, NEW YORK, September 21-22. Rare mileage trip on ex-DL&W Syracuse & Utica Division with NYS&W Chinese 2-8-2 141 (pending delivery and preparation of engine). Saturday: Binghamton-Syracuse. Sunday: Binghamton-Utica. For brochure send LSASE to: NYS&W T&HS, P.O. Box 272, Netcong, NJ 07857.

WICHITA FALLS, TEXAS, September 27-29. Katy Railroad Historical Society Fall Meet at Wichita Falls Activity Center Friday evening, all day Saturday and Sunday morning. For more information contact: Steve Goen, P.O. Box 8082, Wichita Falls, TX 76307; 817/322-2294.

JAMAICA, NEW YORK, September 28. Long Island Sunrise Trail Chapter NRHS will operate parlor car and coach excursion to Phoughkeepsie via Hell Gate Bridge and "MO" using LIRR diesels on MNCR trackage. Send LSASE to: LISTNRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

SUSQUEHANNA TRANSFER, NEW JERSEY, September 28. "Mountaineer Limited III" excursion on NYS&W to Warwick, New York, and return. Depart 8am, with additional boarding at Ridgefield Park and Rochelle Park, New Jersey.



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SODUS, NEW YORK, September 29, October 6, 13 and 20. Fall Foliage excursions on Ontario Midland to Newark, New York, using ex-NYC stainless steel cars. Departures noon, 2 and 4pm. Adults $9, ages 3-12 $6, under 3 free. Ordering tickets in advance by mail recommended. Send SASE and payment to: NRHS Rochester, Fall Foliage Tickets, P.O. Box 1161, Webster, NY 14580, or phone: 716/987-1305.

BOSTON, MASSACHUSETTS, October 5-6. "Vermont Foliage Express" chartered train to northern Vermont via Conrail and Central Vermont Railway. Depart South Station 8am. Fares, including train, meals, lodging and transfers: $200 adult (double occupancy), $100 ages 5-16 sharing room with two adults. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

ROSSFORD (TOLEDO), OHIO, October 10-13. B&O Railroad Historical Society 12th Annual Convention at Econo-Lodge. Site tours in Toledo, Willard and Deshler, plus model contest, banquet, slide shows and railroadiana sales. Contact: B&O Historical Society, P.O. Box 13578, Baltimore, MD 21203-3578; 301/592-7034.

MARIETTA (ATLANTA), GEORGIA, October 11-13. Louisville & Nashville Historical Society 8th Annual Convention at Days Inn-Atlanta North, 2767 Windy Hill Road. Friday night: night photo session with A&WP 4-6-2 290 *for L&NHS members only*; slides, videos and movies for non-members. Saturday: tour of CSX's Tilford Yard, excursion on A&WP 290, buffet banquet, entertainment. Sunday: lineup of CSX trains will be posted for railfanning. Photo and model contests, too. For room reservations phone 400/952-3251 and ask for L&NHS convention rate. Convention and banquet: $20 adults, $17.50 children. Banquet only: $13.50. Contact (and make checks payable to): L&N Historical Society, Convention Registration, P.O. Box 17122, Louisville, KY 40217.

ORBISONIA, PENNSYLVANIA, October 12-13. Fall Spectacular on the East Broad Top. Special trains and consists both days. Tours and other activities planned. Contact: Friends of the East Broad Top, c/o Rich Keller, R.D. 1, Box 966, Three Springs, PA 17264; 814/447-5473.

CHAMA, NEW MEXICO, October 14-15. "The Ultimate Narrow Gauge Charter Freight" on the Cumbres & Toltec Scenic is being scheduled by Steve Gilschinski, John Craft and the C&TS Three authentically painted K36 Mikados with helpers working in over 40 photo opportunities, including night shots. Tentative cost of under $400 will cover all incidentals on two-day trip to Antonito. For more information, contact: C&TS Freight, 180 Dennison Street, Shoreview, MN 55126.

SUSQUEHANNA TRANSFER, NEW JERSEY, October 26-27. Excursions on NYS&W over Sparta Mountain to Warwick, New York, and return with Chinese 2-8-2 141 (pending delivery and preparation of engine). Intermediate stops at Ridgefield Park and Wortendyke, N.J.; motor coach connection from New York City. Send LSASE to: NYS&W T&HS, P.O. Box 272, Netcong, NJ 07857.

PINE BLUFF, ARKANSAS, October 18-20. Cotton Belt 4-8-4 819 excursion to Tyler, Texas, for Rose Festival. Pine Bluff-Tyler Friday, layover Saturday, Tyler-Pine Bluff Sunday. Numerous intermediate stops in Arkansas and Texas. Round trip $150, one-way Pine Bluff-Tyler $100. Segments between intermediate stops $15 in Arkansas, $10 in Texas. Contact: Cotton Belt Railroad Historical Society, P.O. Box 2044, Pine Bluff, AR 71613.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $8.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

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NEW ZEALAND RAILFANS TOUR, October 9-26. Fully escorted tours take you to Raurimu Spiral, Glenbrook Vintage Railway, Awamutu Railway Museum, steam on Silverstream Railway, NZ Alps, Christchurch and many other locations. North Island only, $1850; South Island only, $1912; both islands, $2677. For more details, contact: NZTP, 6033 W. Century Boulevard, Suite 1270, Los Angeles, CA 90045; 213/338-1538.

RAILROADIANA MEETS

GREENBERG's Great Train, Doll House and Toy Show will be held at the following locations 11am-5pm. Admission $5; under 12 free with adult. For further information contact: Greenberg Shows, Sykesville, MD 21784; 301/795-7447.

Philadelphia, Pennsylvania, August 3-4, Philadelphia Civic Center.

Huntington, West Virginia, August 10-11, Huntington Civic Center.

New Orleans, Louisiana, August 17-18, Pontchartrain Center.

Chattanooga, Tennessee, September 14-15, Chattanooga Trade Center.

Hempstead (Long Island), New York, September 28-29, Hofstra University Physical Fitness Center.

Richmond, Virginia, October 26-27, Virginia State Fairgrounds.

ATLANTA, GEORGIA, August 17. Southeastern Railroadiana Collector's 14th Annual Show at Georgia International Convention and Trade Center, south of Atlanta Airport, 9am-4pm. Admission $3; 12 and under free; tables $30. Send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

GILBERTSVILLE, PENNSYLVANIA, August 18. Gilbertsville Train-O-Rama at Gilbertsville Fire House on Route 73, east of Route 100, 9am-2pm. Adults $2; under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

FRANKLIN SQUARE, NEW YORK, August 18. R.R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/775-4801.

FORT WAYNE, INDIANA, August 18. Train & Collectable Toy Show at The Lantern, 4420 Ardmore, 11am-4pm. Buy, sell, trade. Admission $2, under 12 free. Tables $10 in advance. Contact: Royce L. Hutchinson, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

COLUMBUS, OHIO, September 8. The Greatest Collectible Show on Earth at Ohio State Fairgrounds Multi-Purpose Building, 17th Avenue West (Exit 111 off I-71) 8am-4pm. Trains, toys, models and more on 900 tables. Adults $3, children $1. Contact: K. Crispin, 301 W. Monroe Street, Latrobe, PA 15650; 412/539-8821.

WINTER GARDEN, FLORIDA, September 14. Central Florida Chapter NRHS Railroadiana, Model & Toy Train Show and Sale in Tanner Auditorium, West Garden Avenue on Lake Apopka, 10am-3pm. Admission $2, under 12 free. For information send SASE to: David Rhea, 906 Center Street, Ocoee, FL 32761, or phone: 904/735-0865 or 407/656-8749.

RALEIGH, NORTH CAROLINA, September 14. 8th North State Toy & Train Show at North Carolina State Fairgrounds, 1025 Blueridge Boulevard, 9am-5pm. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

LEWISBURG, PENNSYLVANIA, September 15. Central Pennsylvania Chapter NRHS 16th Annual Train Meet at National Guard Armory, Route 15, 9am-4pm. Adults $2.50, under 12 free. Contact: Jack Hazlinsky, 105 Pawling Lane, Lewisburg, PA 17837; 717/524-9154.

PEORIA, ILLINOIS, September 15. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free. Tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hilmont, Peoria, IL 61615; 309/692-0882, or Bob Lehman, 21 W. Rutledge, Bartonville, IL 61607; 309/697-3012.

JOLIET, ILLINOIS, September 15. Blackhawk Chapter NRHS Swap Meet at Harwood Post, American Legion, I-80 at Larkin Avenue (Exit 130), 9am-2pm. Admission $1, under 5 free. Tables $10. Contact: Nancy Spitzmueller c/o First Lutheran Church, 55 W. Benton Street, Joliet, IL 60431; 708/806-7236 days, 708/894-4698 evenings and weekends, or church office 815/722-3807.

TEMPLE, TEXAS, September 21-22. CENTRA-MOD presents the Texas Train Festival at Frank Mayborn Conven-

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tion Center, 10am-6pm Saturday, noon-6pm Sunday. Adults $3, 12 and under free with adult. Contact: B. Flenige/B. Neill, P.O. Box 2453, Temple, TX 76501; 817/939-6227 or 817/778-8294.

GREENVILLE, OHIO, September 22. All Trains Flea Market at Darke County Fairgrounds, 600 South Street, Route 49, 10am-3pm. Admission $1, under 12 free. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

ETOBICOKE (TORONTO), ONTARIO, September 28. 9th Annual Toronto Slide Swap sponsored by Toronto Transportation Society at 18 Ourland Avenue noon-4:30pm. Buy, sell or trade slides, prints, videos. Admission $3, 8-foot tables $14, half tables $8. Contact: Rob Scrimgeour, 227 Hanna Road, Toronto, Ontario, M4G 3P3; 416/423-6223.

RUTLAND, VERMONT, September 28. Rutland Railroadiana and Model Railroad Meet at Vermont State Fairgrounds, Royce Mandigo Arena, Route 7 South, 10am-4pm. Adults $2.50, ages 6-12 $1, under 12 free. Contact: Karen or Nell Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

HICKORY, NORTH CAROLINA, September 28-29. 4th Foothills Toy & Hobby Show at American Legion Fairgrounds, Routes 70 & 321 East, 9am-5pm Saturday, 10am-4pm Sunday. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

WICHITA FALLS, TEXAS, September 28-29. Wichita Falls Railroad Museum Zephyr Days Railroad Show and Festival at Wichita Falls Activity Center, 10am-5pm Saturday, noon-5pm Sunday. Admission $2, family maximum $5. Contact: Steve Goen, P.O. Box 8082, Wichita Falls, TX 76307; 817/322-2294.

ALLENTOWN, PENNSYLVANIA, September 29. Lehigh Valley Chapter NRHS Railroadiana & Model Railroad Show and Sale at Dieruff High School, Washington & Irving (two miles south of U.S. Route 22), 10am-4pm. Admission $3, family maximum $5. Contact: Paul Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/799-2530.

We'd like you to meet...

George W. Hamlin

The author of this month's feature on the Oneida & Western's "Green Machine" was born in Cincinnati, Ohio, in 1948. Growing up in the Queen City during the 1950s allowed a number of visits to Cincinnati Union Terminal and its associated roundhouse/servicing facilities during what was a quite colorful period, complete with blue B&O *Cincinnatian* Pacifics, red-striped J's and K's from the N&W and multi-colored diesels from the seven roads which served CUT.

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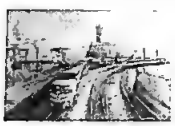

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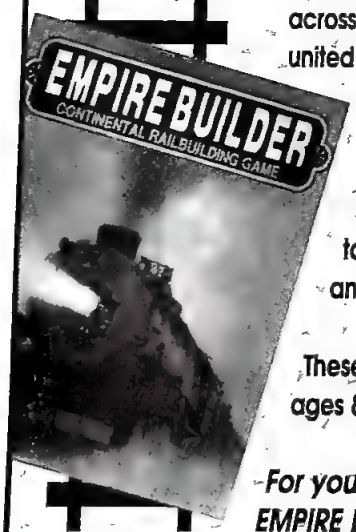

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Early train riding featured a number of trips on the New York Central, principally to Cleveland and New York City; these yielded fond memories of observation car rides on the likes of the *Empire State Express* and the *Cincinnati Mercury*. Continuing the connection with the NYC, in 1963 George moved with his family to Westchester County, New York, located on the Harlem Division suburban line.

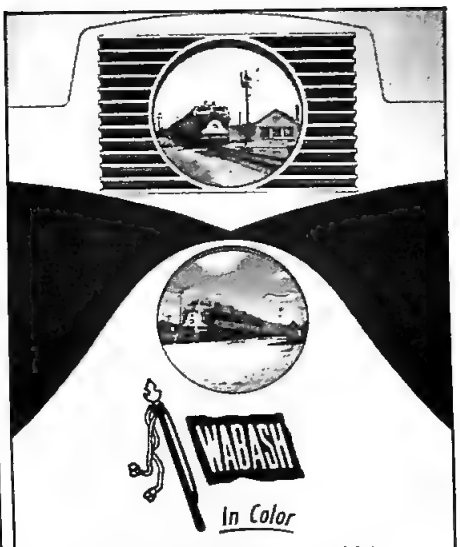
His college years were spent at Washington & Lee University, in Lexington, Virginia, where he earned a BA in economics and political science. While Lexington itself was served only by a C&O branch, which was severed in the aftermath of a 1969 hurricane, a number of other nearby main line locations offered better train watching potential, including the Southern at Monroe, N&W at Roanoke and the C&O's large operation at Clifton Forge. Closer to school was the N&W's scenic Shenandoah Valley line, which, with three scheduled manifests, a local and the occasional coal train, offered a variety of possibilities, as well.

With a lifelong interest in the transportation business, George chose to attend Northwestern University's interdepartmental transportation program, leading to an MS in transportation. Being in the Chicago area during the 1971 transition to Amtrak was a highlight, as was the opportunity to go to school with a number of other transportation fanatics.

After leaving Northwestern, George worked for Trans World Airlines in New York, including having the responsibility for scheduling TWA's fleet of freighter aircraft. Following this, he moved to Houston, Texas, in 1978, to work for Texas International Airlines, and then, in 1981, to Marietta, Georgia, where he worked for Lockheed. Currently, he is Director-Strategic Planning for Airbus Industrie of North America, the North American sales/service entity of the European aircraft manufacturer.

In addition to railroads, and a presently dormant interest in HO scale modeling, George also, not surprisingly, given his career path, has a strong interest in airline photography. His work appears in the quarterly *Airliners* magazine; his book *Skyliners*, an all-color look at the piston-to-jet transition era in North America, featuring photography by fellow railfan Mel Lawrence, will be published this fall. On the rail side, he has had work published in *Passenger Train Journal*, *Rail Classics*, *Trains* and *Trains Illustrated*.

George resides with his wife Kali, and their two children, Kristin (age 11), and Todd (age 6, and a frequent trainwatching companion) in Fairfax, Virginia.



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BY BRUCE KELLY

What's New?

Bob Olmsted has released yet another 8½"×11" hardcover pictorial containing his black & white imagery from middle America. The 104-page *Rock Island Rails* is a continuation of Olmsted's prior books on the CRI&P, this time incorporating additional photography by Jim Farrell, Joe McMillan, Diane Olmsted, Steve Patterson and Jim Primm to show what the railroad looked like from 1948 to its death in 1980, and how some of its fixed plant and equipment survived even into 1990. Most photos are printed one to a page with brief captions. The halftone work by Jim Walter Graphic Arts seems a bit sharper and better toned than the black & white in some of Olmsted's earlier books, and as usual there's a wide variety of subjects and compositions — action, roster, station and closeup shots of steam, Es and Fs, U-Boats and Geeps, boxcars and cabooses. Six bonus color pages show off McMillan and Patterson views of A-B-A Es in Des Moines and GP38-2s on the plains east of Denver. It sells for $32.00 (Ill. res. add 6¾% tax) from McMillan Publications, 2921 Two Paths Drive, Woodridge, IL 60517-4512.

Despite its title, the *Burlington Northern Motive Power Directory 1990* by Robert Del Grosso is current for 1991. The 112-page 5½"×8½" softcover should be in the camera bag or glove compartment of every BN fan. Not only are "Models On the Roster" listed, but "Models Off the Roster" are traced to their new owners or scrappings. Specific number groupings of each model are covered in detail on one or two pages, almost all illustrated by one black & white photo of a representative unit. In addition to providing the basic specifications for the model, the listings run down each unit by road number to provide builder's number, builder's date, pre-BN numbers and dispositions of out-of-service units. Probably the most detailed and up-to-date guide to BN power today, it sells for $15.95 postpaid from Great Northern Pacific Publications, Route 4, Box 627-A, Bonners Ferry, ID 83805.

Susquehanna Book Reprint

A second printing of *"Susquehanna: NYS&W,"* by John Krause and Ed Crist, originally published by Carstens in 1980, will be off press by the end of July. This book covers the Susquehanna's early years up until

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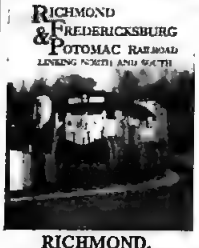

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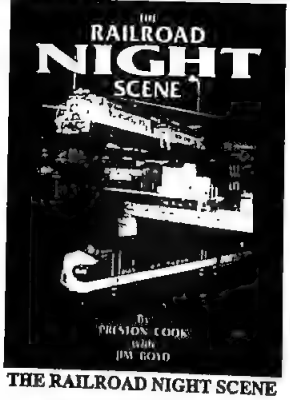

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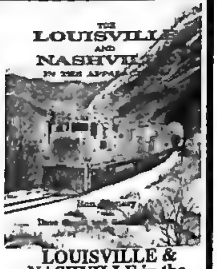

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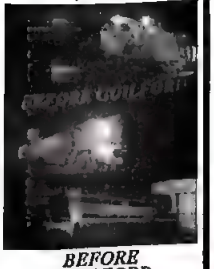

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acquisition of the then nearly defunct line by the Delaware Otsego Corporation. Here are photos of the Erie years with camelbacks, Russian Decapods, gas-electrics, ex-Illinois Central ACF railcars, Budd cars and the Edgewater industrial complex. This 100-page 11″×8½″ horizontal format softcover (Carstens C80) is available at $16.95 from railroad museum gift shops and hobby stores or direct from the publisher at P.O. Box 700, Newton, NJ 07860.

Book Reviews

Donald Duke and Edmund Keilty

RDC: The Budd Rail Diesel Car by Donald Duke & Edmund Keilty, published by Golden West Books, P.O. Box 80250, San Marino, CA 91118; 280 8½″×11″ pages, hardcover, $57.95 (Cal. res. add tax).

This book describes in great detail the origin and development of this famous "modern" rail motor car and its employment in the U.S. and around the world. This is a very attractive, well-researched volume containing more than 350 black & white photographs with excellent reproduction. Also included is an attractive color photo section, though modest in content. There are many

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COLORADO RAIL ANNUAL NO. 19

COAL, CINDERS AND PARLOR CARS:

A Century of Colorado Passenger Trains

Colorado Midland Passenger Service: 1887-1918. This detailed study by William F. Gale provides a new insight into the Midland's operations; lavishly illustrated. *Streetcars & Suburbs* by Thomas J. Noel traces the early history of Denver's urban rail system — horse, cable, steam and electric. *A Silverton Trilogy: Fifty Years of Passenger Service* covers the famed Silverton Train's emergence since 1941 in three chapters — the transition from mixed train to tourist train by Robert W. Richardson; the Rio Grande's development programs of the mid-60's by John S. Walker Jr.; and coverage of the new independent Durango & Silverton by R. C. Farewell. Finally, *Zimbabwe Steam Safari* by Ronald C. Hill offers a contrasting view of narrow gauge steam railroading in southern Africa. 236 pages, over 220 illustrations (12 color), acid free paper, clothbound deluxe.

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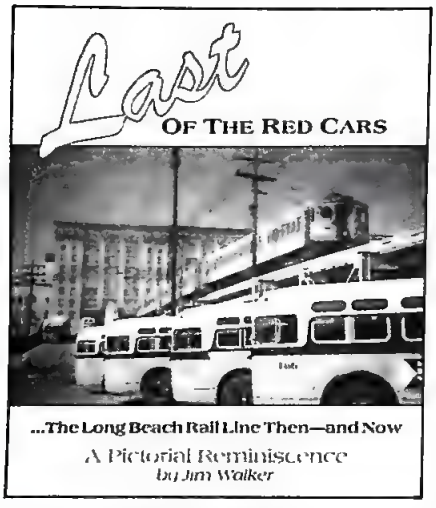

Last of the Red Cars
The Long Beach Rail Line Then—And Now. It's been 30 years now since the last surviving line of the once-great Pacific Electric Ry. gave up the ghost. In this colorful new book, author Jim Walker provides us with background of the line, then we depart from the downtown L.A. station for a trip down the Long Beach Line during its final years. But . . . there's a happy continuation, with the emergence of the new Metro Blue Line—and all indications point to success! The author's camera is joined by the photography of Ira L. Swett, Don Brown, Bob McVay, and others, in a pleasing selection of 55 B&W and 28 glorious color views, yesterday and today. 48 pages softbound, with color cover. Interurbans Special 118.
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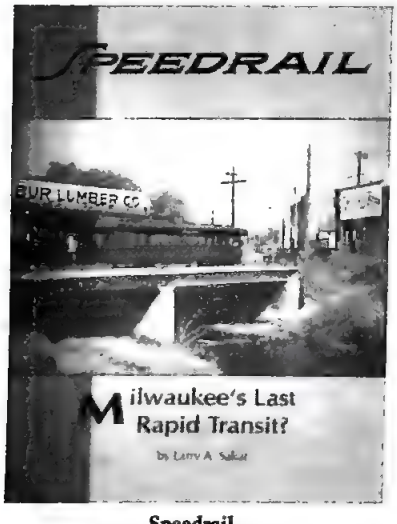

Speedrail
Milwaukee's Last Rapid Transit! By 1950, the once vast and successful Milwaukee Railway Co. was a pale shadow of its former self, poised for abandonment and takeover by bus companies who would profit from the sales of scrap. Young entrepreneur Jay Maeder stepped in and valiantly attempted to modernize the line under the name *Speedrail*. Progress was dramatically stopped on September 2, 1950, when a tragic wreck killed eight riders, dooming the line. This pathetic tale of transit gone awry is painstakingly told by Milwaukee author Larry Sakar. The narrative is illustrated by 40 black & white and 22 color photos, maps, news clips, timetables, and tickets. 64 pp, 8½x11" softbound. Interurbans Special 117.
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excellent maps to guide the reader, including 43 that detail exactly where the individual railroads operated their RDC cars. These are particularly helpful in understanding the extent to which this equipment was utilized. Additionally, there are many line drawings and technical plans along with examples of advertising materials and brochures.

The initial chapter is titled "Branch Lines are Formed," outlining the evolution of rail service in the U.S. resulting in branch lines whose traffic could be well handled by less than the usual capacity main line trains, a situation made to order for the one-car self-propelled vehicle. With good photos and drawings, the reader is shown the early years of steam cars, Hall-Scott motor cars, Edison-Beach storage battery cars and the McKeen motor car. Chapter 3, "Budd Company Enters Railcar Market," describes in intelligent text and good photo coverage the early Budd-Michelen rail motor car development efforts between the two builders, which was not successful, thus saving the railroads from the pneumatic-tired motor car. Prototypes built for the Pennsy, the Reading and for the Texas & Pacific are also illustrated.

Chapter 4 examines the Rio Grande's *Prospector*, which was a "test tube" model for the RDC. Chapter 5 takes the reader through the early years of production, including the Budd Company's success with stainless steel production and its exclusive "shot welding" process (which allowed car bodies to be built without rivets), all of which, combined with an aggressive management, were crucial factors at this stage. There is good insight into the Red Lion production plant and a brief biography of Col. Earl J.W. Ragsdale, who joined the company after World War I. The Budd Company was largely an automotive components manufacturer; in fact, Ragsdale was responsible for the advent of four-wheel automobile brakes. He was personally the backbone of the company's expanding railway division and invented the shot weld process. He was also responsible for the initial design work of the Rio Grande two-car *Prospector* train.

The export market in a sub-chapter titled "RDCs Around the World" is most interesting, again with excellent photographs, maps and information. Chapter 6 covers extensively the SPV-2000, a "Self-Propelled Vehicle with a service life through the year 2000." This was to be a new model using the proven Metroliner/Amfleet body shell which would hopefully cure all the problems and allow the railroads to move forward, with both an "intercity" version and a "commuter" version

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capable of maximum speeds of 100 to 120 m.p.h. In fact, the SPV-2000 encountered numerous problems — some serious — and has proved to be an operational disaster known as the "Seldom Powered Vehicle."

The book contains a large and very extensive appendix which details all the individual rail operators, the railroads' equipment rosters as well as the Budd Company's roster by builder's number. This last roster alone covers 20 pages. Although the line drawings are well-executed and finely detailed, they are rather small. There is also a bibliography and index. In fact, there is an attention to detail resulting in an enormous amount of satisfaction for the reader — JOE L. DIAZ.

Videos

BY MIKE DEL VECCHIO

New Arrivals

"Pike's Peak by Rail," produced by Mountain Automation Corporation and distributed by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333, is a documentary about Colorado's famous Manitou & Pike's Peak Railroad whose cogged standard gauge track climbs 14,000 feet in nine miles to the summit of America's most notable mountain. The program is mostly contemporary video, shot over a 15-day period in crystal clear weather, with some additional vintage still photos and movie footage. Since there is no highway access to the line, the video crews had to back-pack to get the shots. Every facet of the modern operation is shown: the new Swiss-built diesel-powered m.u. cars which haul people, the work trains which maintain the line and the various methods used to clear the line of snow, including a modern rotary-like plow. The entire show is very well done and edited, with expert narration and original background music. The video footage is primary runbys with plenty of scenic panoramas and some on-train cut-

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aways. This show can be enjoyed by all, and makes a great souvenir for anyone who has ridden the Manitou & Pike's Peak. 40 minutes, $19.95.

"The Schuykill Shifter," produced by Mark I Video, P.O. Box 404, New Milford, NJ 07646; 201/261-8444, is the video described in the CAMERA BAG column in the July '91 R&R and the feature article of the same name documenting the two days of Reading & Northern freight service with ex-Reading T1 4-8-4 2102 on April 5-6, 1991 — with about half the video shot by R&R Editor Boyd. The show opens with vintage film of the 2102's excursion career on the famed Reading Company "Rambles" of the early 1960s and other T1s in revenue coal train service on some of the same trackage that the Reading & Northern operates today. And it's interesting to note that 1950s films show a lot of tender-first running on the coal jobs in imagery closely duplicating the action of April 5, 1991. The moody, workaday atmosphere of that amazing Friday is well presented in the video, particularly the scenes of the engine switching hoppers at Pottsville at dusk. The memorable sound of the stack and "hoot" whistle come through impressively. The second day had sunny weather, and after a caboose-hop to Tamaqua, the rest of the tape features the weathered 2102 working hard on the loaded coal train with lots of stack talk (the 35 modern 100-ton hoppers were roughly the equal of 70 steam-era 50-tonners).

The vintage footage is well transferred with excellent synchronized sound. The video quality of both the Hi8 and Betacam SP cameras is top notch, and the contemporary sound is live. The narration by Jim Boyd is well executed, and the whole tape flows well. Events like this don't happen that often, and it is fortunate that this one was so well documented and then complimented with the vintage footage. 55 minutes, $32.95 plus $3.00 shipping (N.J. res. add 7% sales tax).

Feature Reviews

"Cumbres & Toltec Scenic — Rotary Snow Plow," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333. VHS or Beta. VISA and MasterCard accepted. Add $4.00 shipping per order. Canadian add $5.00 shipping and foreign $10.00 shipping. Cal. res. add 7% tax. 40 minutes, $24.95.

I don't need any "qualifying" statements about this tape. It is a knockout! Don't argue, just buy it. You won't regret it.

Maybe I should stop right here, but possibly some of you don't believe me. Steam fans will love it, and even the most rivet-conscious diesel fan can't help but be intrigued by the timeless battle between steam and snow played out one weekend in May 1991 when the Friends of the Cumbres & Toltec Scenic Railroad made a media event out of the very necessary task of clearing the snowdrifts out of Cumbres Pass so that the C&TS could open up the line for its scheduled tourist season.

This was the first time in nine years that the C&TS had to call out a rotary, and their weapon was the 58-year-old steam-powered "OY" pushed along by two K36 Mikados.

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The OY is essentially a steam locomotive packed into a boxcar with its Shay-like cylinders driving the rotary plow blades. And the OY sounds much like a Shay as it works through the deep snow, with a labored exhaust to match the work and a rapid speed-up and shut down as the drift is breached.

The action begins in the pleasant and snowless yard in Chama, but the first traces of white are evident as the plow train takes on water at the Cresco Tank. By the time they get within sight of Windy Point, the battle is fully engaged. Using whistle signals to communicate with the two pushing locomotives, you can see why they put the "different sounding" shrill whistle on the rotary. As the plow digs into the hard-packed snow, the sound is incredible as the furiously barking OY is boosted onward by the steadily chugging Mikes. And thanks to the magnificent camera work by Dave Busse and Mark Orozco, you get a display of frozen fireworks as Baldwin does battle with Mother Nature. The visibility is obscured in the falling snow at Cumbres, and you get a real feel for the meaning of "Elevation 10015" to steam-era railroaders.

The first day's train was an authentic plow train consist with the OY, Mikes 487 and 488, two work cars and a caboose. Since only one engine would be needed on the downhill run the next day, the pilot-plow equipped 488 went back to Chama and brought up a passenger train to follow the plow train on Sunday. The storm was long gone, bit in spite of screaming sunshine and blue sky, the 488 first slipped a bit on an ice-glazed highway crossing and then stalled completely rounding Windy Point. Leaving the OY at Cumbres, the 487 and plow train had to back down to help the passenger train to the summit. Snow was up to the windows of the coaches as the two trains eased down Tanglefoot Curve through the deepest and most expansive snowdrifts. There was even some old-fashioned hand-work with picks and shovels to clear out some areas impacted with ice which could derail the rotary. Then the action and sunshine combined to wrap up the day with some incredible photography for both the video and still cameras that were on hand.

It is not every year that the C&TS rotary runs in the snow, but fortunately Pentrex was on hand in May of 1991 and has made the experience available to those of us who were not among the fortunate few to be there — J.B.

"Sacramento Railfair 1991," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333. VHS, Beta and PAL. VISA and MasterCard accepted. Add $4.00 shipping per order. Canadian add $5.00 shipping and foreign $10.00 shipping. Cal. res. add 7% tax. 82 minutes, $29.95.

This is the first video on the market covering the events surrounding the 10th Anniversary celebration for the California State Railroad Museum, and it focuses primarily on the "Railfair '91" event itself. The show opens up with an overview of the Railfair site and does a quick survey of most of the two dozen pieces of equipment that were in operation or

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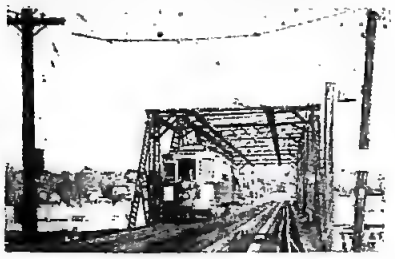

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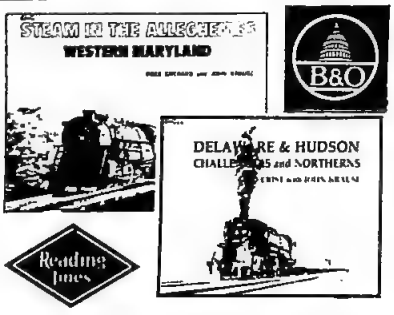

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on display. Then follows a series of studies of the locomotives, most with a narration by one of the significant individuals associated with each project. The replica *Locomotion* from England is delightfully described by one of the visiting Englishmen, and the B&O Museum's John Hankey combines a thorough knowledge and irrepressible wit to bring to life the delights and tribulations of working with the replicas of the *Tom Thumb* and Norris *Lafayette*. That horizontal-boilered 4-2-0 *Lafayette*, incidentally, was under steam for the first time since starring as the *Yonah* in Walt Disney's "Great Locomotive Chase," filmed in 1955. Owner Daniel Markoff describes his restoration of the magnificent Eureka & Palisade narrow gauge 4-4-0, and Mike Mangini relates the work done to get SP 4-6-2 2472 to Railfair. Harry Wright, who ran the locomotive for Hillcrest Lumber in 1966, describes the Climax No.9 from the British Columbia Forest Museum in Duncan, B.C., and the Union Pacific's Steve Lee talks about his railroad's two big locomotives. There are numerous other people and locomotives on the tape, and all are surprisingly eloquent, informative and entertaining. There is a minimum of verbalizing the obvious and an emphasis on telling "the story" of each locomotive in an interesting manner.

The action is rather laid back for the first 57 minutes of the tape, which concentrates on the movements within the Railfair site — but some of that "action" is unexpected, like a demonstration of the built-in jack and hand turntable that lets a crew turn the Santa Maria Valley railbus on an ordinary piece of track. Then comes 25 minutes of big time action as the Pentrex crews follow the UP 4-8-4 and 4-6-6-4 doubleheaded from Wyoming to California, the SP *Daylight* train behind 4-8-4 4449 coming down from Oregon and the SP 4-6-2 2472 making its ferry move around the Bay from South San Francisco. The UP segment shows some magnificent smoke and steam effects on Sherman Hill and then departing Green River, Wyoming, as well as such Western Pacific landmarks as Clio Viaduct and Keddie Wye. The SP 4449 is shown storming out of Portland, over the Cascades and down into California, including the scene at Castle Crag (shown on page 60 of the August '91 R&R) with the two new-scheme GP40s in the lead. The action with the 2472 includes the trestle at the former Niles Tower and a segment working toward Martinez, where you get a good sample of the ersatz "Gresley beat" exhaust sound that was the result of the improperly set valves that were corrected during the engine's stay at Sacramento.

The program itself ends at an hour and 22 minutes, but there is another two minutes of sample action from some upcoming Pentrex videos, including "Steam to Sacramento," which will document in more detail the UP and SP ferry moves to and from Railfair, including the SP 2472 and 4449 doubleheader.

"Sacramento Railfair 1991" is an entertaining and informative documentary of the event that brought 19 live steam locomotives together to celebrate ten years of the California State Railroad Museum. If you want just slam-bang action with the big engines on the ferry moves, wait for "Steam to Sacramento," but if you want to savor the texture and variety that made this a world class event, then don't miss this tape — J.B.

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BY JIM BOYD

Feature Attractions

Does your railfanning ever seem to feel a bit self-indulgent and lacking in purpose? Do you keep taking the same old "safe" photos over and over again at the tried-and-true train watching spots. Do you ever wonder, "Why the hell am I doing this?"

What you need, Bunkie, is a challenge. Something to put some life back into your railfanning. Something to give the whole sport a sense of focus.

Something to help replace all that money you're spending on your hobby.

I had gotten to that point about halfway into my college years. By that time I had already learned to use a good camera and was watching the diesel era begin to ease into its second generation while steam was retreating around the world beyond reasonable economic reach. It was becoming obvious that I was spending a lot of money, time and mental effort on something that had little prospect of contributing to my future livelihood.

It was about that time that Russ Porter in Milwaukee showed me what a magazine article looked like in its raw form. I'd already had a few photos published in *Trains*Magazine, but that seemed like quite a hit-ro-miss struggle to come up with some hot news item — and hot news doesn't always cooperate by happening in your back yard on your day off work. But with a feature article, you can "create" the news at your own pace and deliver a package to an editor that is more likely to be unique and usable.

Russ was a regular contributor of equipment drawings and feature articles on model and prototype railroading to Hal Carstens' RAILROAD MODEL CRAFTSMAN, so I naturally also looked at RMC as a potential market. At that time, RMC would often run photo features showing roster shots of locomotives and cabooses of various railroads, and I was struck that most of them seemed to be Eastern (not too unusual, considering that the magazine was published in New Jersey). Being a provincial Midwesterner, I had little use for the Erie or Lehigh & New England and decided to do something about RMC's lopsided editorial content.

Not too far away was the perfect subject: the Chicago & Illinois Midland. It was colorful and compact, and I was curious about it. A *Railroad* Magazine supplied a reasonably current roster, and a couple of trips to Peoria and Springfield successfully illustrated it for me with roster views of every type of locomo-

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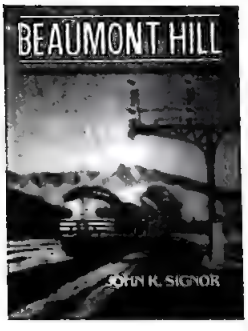

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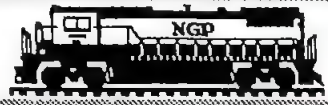

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tive, a good sampling of the cabooses and work equipment and a few nice action shots.

Following the "package" format that Russ showed me, I made 8"×10" glossy black & white prints of the photos and taped typewritten captions on the back of each one, using my name and address stamp (purchased for the occasion) on each caption and photo. I also sent along a selection of color slides, all properly exposed and taken in good light. I stamped my name on each slide mount and number coded each slide to a caption sheet. The manuscript was a couple of typewritten pages, double spaced, very briefly describing the railroad and its equipment. There was also a neatly organized roster. I wrapped the whole thing up in one package and shipped it off to Hal Carstens at RMC.

The next time I saw my article was at a hobby shop in La Grange, Ill., where I got my first copy of the November 1965 RMC with one of my photos on the cover (I knew he wouldn't be able to resist that RS1325!). Inside was a four-page feature using the black & white photos. To say I was thrilled was an understatement.

Over the next few years I put my "formula" to work with roster features on the Nickel Plate, Wabash and Grand Trunk Western and ventured into some roster studies of GE's four-motor U-Boats and Santa Fe's second-generation passenger diesel fleet as well as a little piece on "leasing and pooling" using action photos of freight and passenger power pools (UP GP30s on CB&Q and ACL E-units on the PRR, for instance).

From then on, whenever someone would ask, "why I waste all that time chasing trains," I could show a pile of magazine articles and mention that I was paid good money for every one of them. That usually shuts up the critics.

While not everyone will follow an errant career path that finally leads to a staff job on a magazine (if you can resist the temptation to start your own magazine, as so many seem to be doing these days), writing magazine articles can be an excellent way to give a sense of purpose and focus to your railfanning.

After I went to work as an editor for Carstens, I quickly discovered why my material had always gotten used. My articles were always complete, neat and well organized — and all in one easy-to-use package. Hal could edit the manuscript and throw the whole thing at art director Viola Kaps and not have to worry about content or missing material.

That same formula will work today. There is a lot of railroading out there, and if you see an article in any magazine written by a staff member, it is a sign that some potential author out there blew an opportunity for a byline and some bucks. There are few articles we really want to or have to do ourselves, and we would almost always rather have a contributor do the story for us. The only exception is "event" coverage like Sacramento Railfair, where no author could turn the story

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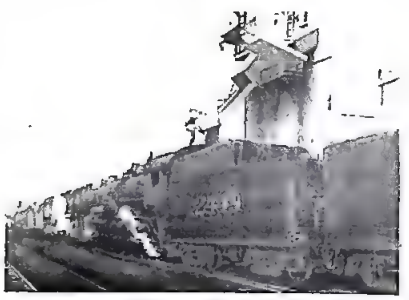

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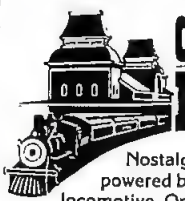

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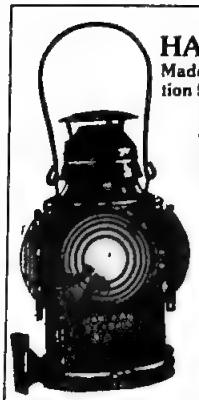

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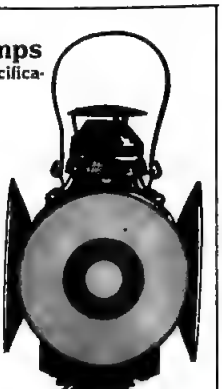

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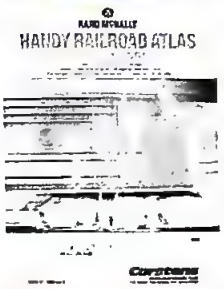

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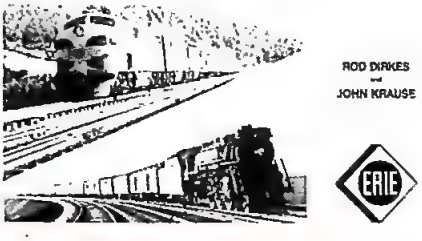

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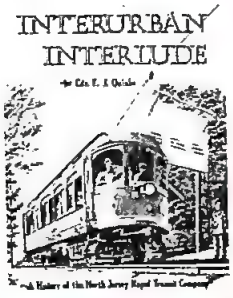

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around quickly enough for us to get it into print in time, although we will often arrange *in advance* for a proven author to cover an event and then expedite his feature to us (such as Karl Zimmermann's piece on the opening of Amtrak's new Empire Connection in this issue).

Articles need not be exhaustive studies of railroad history dripping with corporate insight. Some "quick and dirty" features find a time and place, like George Hamlin's thoughts on chasing the "Green Machine" O&W coal trains in this issue. While we would prefer some black & white coverage with each story, that one was illustrated only with color slides, and we had a spot just the right size for it in this issue, and I happened to have some shots of the units in their new home on BC Rail to bring it right up to date. In addition to getting paid for his article (the check from R&R will usually show up before the magazine hits the stands), as a new contributor George is also featured in WE'D LIKE YOU TO MEET... in this issue.

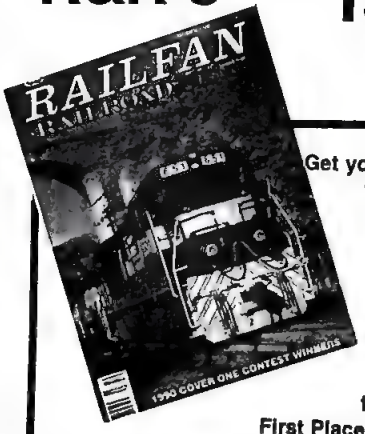
Like I did with RMC many years ago, try to find subjects that have not already been covered (Hal had a lot of Northeastern material available back then, but very little from my Midwest, so my stuff was used quickly to help balance the magazine's geographic content). You'll have a hard time selling something that has already been covered. ("I see you like the Susquehanna, so here's some more Susquehanna stuff." Sorry, Charlie, it doesn't work that way.)

One of the easiest subjects to start with is a local regional railroad or short line, and they seem to be cropping up faster than anyone can keep up with. A "formula" article would be a brief historic summary (the XYZ was created in 1989 when the state bought the track from CSX and brought in so and so as an operator) and the reason for the railroad's existence (they wanted to maintain service to the local customers and the paper mill while abandoning 90 miles of un-needed connecting lines). Then survey the roster (they bought four Geeps from Dixmoor) and normal operating pattern (the road job goes to work at the main yard at 8:00 a.m. and makes a run to the mill to do the switching; when it returns the afternoon yard job takes the traffic down to the CSX interchange). Throw in any interesting people involved (the president of the railroad used to be a traffic manager for the North Western and the mechanic works on the nearby steam tourist railroad on weekends), and you've got a magazine article.

For photography, we need well-exposed color slides of the trains in action, along with roster views of the locomotives. These should be done in sunny weather, for even the most attractive railroad looks dreary in grubby weather. This may require two or more trips to the railroad, and realize that when you're "had" by the weather, there's little you can do about it but try again. As a railfan, you've surely encountered that before. While roster views and road wedgies are essential and desirable, also try to show an overall scene or two of the important yards, interchanges and industries on the line, preferably with a working train in each view. If they serve a paper mill, show us the Geep working at the paper mill.

While most of us shoot slides for our recreational railfanning, a magazine cannot always use only color. If you have only one camera, do most of your work in color, but one one trip shoot black & white instead. The best way, obviously, is to shoot two cameras, one with color and one with black & white, which is what I do. If in doubt on a given shot where you can use only one camera, shoot it in color, as we can always make black & white from the slide, though we'd rather not do it for every shot — but on pain of death, stay away from the "both slides and prints" color negative film (such as that mar-

R&R's 1991 "Cover One" Photo Contest



Get your photo on the front cover of the December 1991 RAILFAN & RAILROAD by entering our 1991 "Cover One Contest." Choose your favorite color slide or print of any rail subject at any time that fits the vertical format of our cover, leaving room for the title banner at the top. See the September 1991 MARKERS for full details. Slides or glossy prints are suitable. The closing deadline for entries is September 4, 1991, so act now! First Place winner will be on the December 1991 cover. The Second Place winner and a selection of Runners-Up will also be featured in that issue. Cash prizes will be awarded: $200 for First Place, $100 for Second Place and $50 each for the Runners-Up. The judges will be the R&R editors, and their decision will be final.

Remember, all entries must be in by September 4, 1991.

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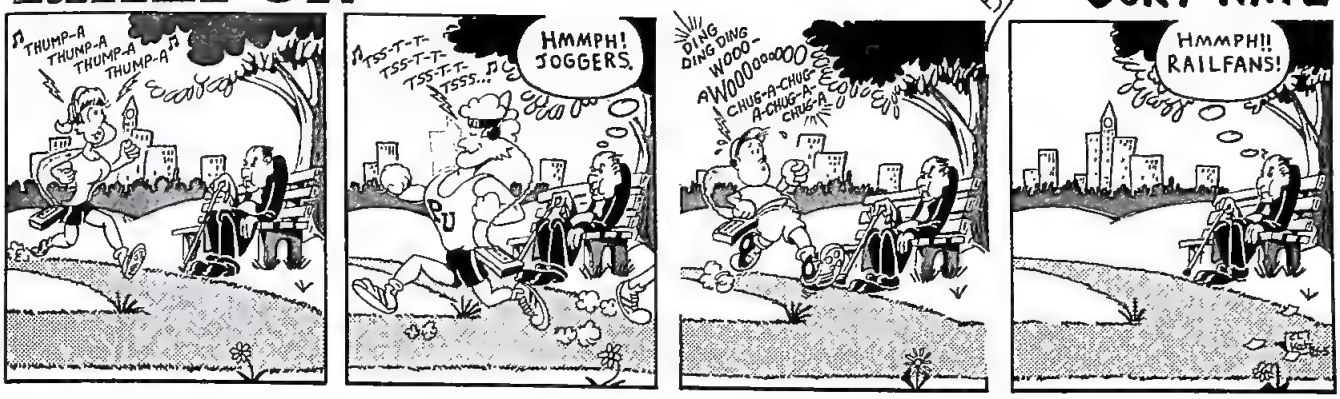

keted by Seattle FilmWorks), because it gives inferior slides and prints that are not of reproduction quality.

If you've never done black & white and have no darkroom available, have an experienced professional develop the film (stay away from "drugstore" processing for black & white; tell your local camera shop that you need professional quality film developing and see what he recommends). We've had some very good writers stumble hopelessly with bad black & white processing. For predictable results, shoot Kodak T-Max 100 at the recommended exposures (I shoot mine about a half-stop down from my Kodachrome 64). You might also try Ilford XP-1, which can be correctly processed at any one-hour color processor. If you have good negatives, we at R&R can make the publication prints for you in our darkroom when we prepare the article. All you need to do is get the regular "machine prints" or proof sheets for caption data, and don't spend a lot of money on enlargements which may not be needed.

If you want to write magazine articles, call us at R&R and talk about your ideas (201/383-3355, afternoons are best). With David Lustig hustling stories for us in Los Angeles, we are pretty well fixed for Southern California material, but that's about the only region where the competition is really tough. We get very few contributions from the Midwest or South, and there are a lot of subjects out there ripe for the picking (the "new" TP&W, for instance, or an update on the Green Bay & Western, or a look at the renewed Illinois Central, and there are short lines all over the South).

And as an incentive to work with R&R, keep in mind that we pay upon publication for magazine articles at rates competitive with the biggest in the rail hobby and much better than the regional publications, which often don't pay at all. If you're going to write, you might as well get paid for it!

The secret to becoming an author/photographer is simply trying. Communicate your ideas with us, and we'll try to give some guidance (phone calls are quicker than letters). The authors you see in print are not part of an "exclusive club" — they get their material printed because they work hard and produce consistent results. We are always looking for new authors, and becoming one can add a whole new dimension to your enjoyment of railfanning.

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Transit Currents

Good News and

First, the bad news. Walt Disney World is suing Bombardier and related subsidiaries for $15 million. Bombardier built the new monorail trains for Disney World, and Disney contends the trains were not up to snuff when they were delivered in 1990.

The good news is that Orlando appears to be ready to get a streetcar. Federal funding is expected soon for trolleys that are to run along Magnolia Avenue from Livingston Street south to South Street, loop west to city hall and then come back east through the Church Street station. There will be three or four trolleys providing service, and they are expected to move about 1600 tourists and downtown workers each day along the 1.7 miles of track. The system would also include a parking garage with room for more than 1200 cars. The expected cost for the trolley line and the garage is $27 million. Thanks to John A. Yohannan and Michael C. Lennon.

Mr. Lennon notes that open car 6843 is owned by the city of Orlando and would be used as potential equipment for the downtown trolley line. The Florida Central Railroad at Plymouth, Florida, is overhauling the trucks of the car. When the work on the trucks is done, a test run on the Grand Cypress trolley line is expected. The car is now painted for the Atlantic City & Shore Railway. It was last owned by the Toy Train Museum in Sarasota, Florida.

Hoosier Traction Meet

The 1991 Hoosier Traction Meet will be held in Indianapolis September 6-8. There will be a swap meet on Friday September 6 and a rail trip on the Indiana Rail Road in a piece of historic traction equipment on Sunday September 8. The main session will be held on Saturday September 7 starting at 9:00 a.m. with continuous movies and historic lectures until well into the evening. George K. Bradley and Ray Benedict will talk about the Indiana Rail Road. George's new book on the subject will be this year's CERA publication. There will also be presentations by George Krambles, Doctor Howard Blackburn, Earl Clark and Dick George.

The eighth annual Hoosier Traction Meet will be held at the Best Western Waterfront Plaza, 2930 Waterfront Parkway West, Indianapolis, IN 46214. For further details and reservations contact Hoosier Traction Meet, 2958 Westridge Avenue, Cincinnati, OH 45238, or call 513/661-0042. The fee is $10.00 in advance and $11.00 at the door. Thanks to Earl Clark for the information.

Electric Bus Renaissance

We may call them electric buses, trolleybuses, trackless trolleys or bad names when the poles de-wire, but the trolleybus, like the streetcar, has an excellent reputation for clean operation and freedom from air and noise pollution. The Southern California Rapid Transit District is studying a massive trolleybus operation on its heaviest diesel bus lines in order to cut down on air pollution. Completion of that task may have a $2-billion price tag.

Dayton, Ohio, appeared to be on the fast track to doing away with its trolleybuses, but now the decline of the system appears to be on hold for a while. The board of the Miami Valley Regional Transportation Authority has issued a Request For Proposal for a Comprehensive Trolley Study. Amazingly, the Save Our Trolley Coalition and other interested parties were invited to review the RFP and submit suggestions for changes.

In Canada there is a very large trolleybus operation in Vancouver and smaller operations in Edmonton, Hamilton and Toronto. In Toronto the TCC has had mixed feelings about the trolleybuses, thinking wistfully about replacing them, as well as diesel buses over time, with buses that burn compressed natural gas. In Toronto the Good (as some residents of Ottawa dub the City by the Lake), graduate student John Dunbar and four York University psychology students devised questionnaires and carried out research on the attitudes of Torontonians to trolleybuses. The study, which Dunbar says was conducted with scientific accuracy, proves there is a great deal of affection for the trolleybuses. In this, citizens support Toronto Mayor Art Eggleton, who wants to preserve electric bus operation. If Canada, the United States and Mexico are truly serious in their concern over air pollution and the environment in general, all three countries may see an increase in electric traction, both streetcars and trolleybuses. Thanks to Clarence Price and Harvey Hylton for the news.

BART's New Look

Ever since it opened, a distinctive feature of the Bay Area Rapid Transit District has been the slant-nosed cars at the ends of its trains. The slant nose may not be a symbol for BART for much longer, according to the news coming out of BART in early February 1991. The distinctive fiberglass noses on the cars are cracking, and repairing them or replacing them is expensive. Because of their shape, these cars can only be used at the front and rear of the trains. Moreover, the

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Bad News in Orlando

slant-ended cars are the ones with the control cabs in the initial fleet of equipment. BART intends to rebuild the cars with more conventional flat ends. At the moment, BART has three kinds of cars: the slant-end type that can only be used front and rear, the original flat-front and cabless cars that can be used only in the middle of trains and the new flat-end C-type cars that can be used anywhere in the train because they are equipped with cabs.

Putting the slant nose on was an idea that came from the automotive and industrial designer Sundbert-Ferar that worked with BART in the formative days. The aim was to come up with a modern, sleek and very different appearance to signal that the San Francisco area was not about to build an old-fashioned subway. San Franciscans live in a distinctive area, and the minds behind BART felt a subway that looked like the undergrounds in New York, Philadelphia or Chicago would not go over. Because the intention is to rebuild all 135 of the slant-nosed cars, Bill Stokes, the first BART general manager, hopes that at least one of the distinctive cars will be kept as a reminder of what BART was like in the early days. Thanks to Harre W. Demoro for the news.

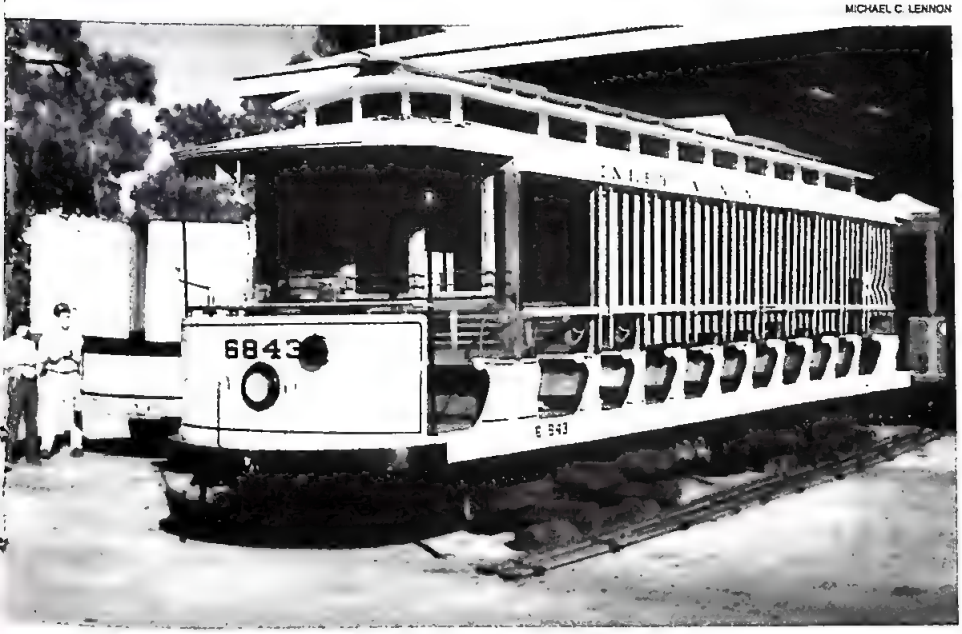
Flashes

METRA, the commuter rail division of the Chicago Regional Transportation Authority, is upgrading its system. As part of the service improvement, METRA has ordered 32 new locomotives from Electro-Motive Division of GM. The locomotives will be furnished with the new desk-type control system and in external appearance will resemble the F69 diesels now being tested by Amtrak in that they will be sans nose hoods. To help improve safety at grade crossings, the locomotives will also be equipped with flashing ditch lights that will operate when the whistle is blown. Thanks to Fred Boehnert for the news.

The commuter rail service planning in the Los Angeles area interests Douglas I. Duncan, who noted that a map from the Los Angeles *Times* shows commuter rail service to **HEMET** in Riverside County. The projected service would use Santa Fe's San Jacinto branch running southeast from the city of Riverside, up the winding 2.2% Box Springs grade, past March Air Force Base and Perris (where the Orange Empire Railway Museum is located) and then eastward to Hemet. Thank you for the information, Doug.

The **TEXAS HIGH-SPEED RAIL** Authority is aiming at doing more than rebuilding the old Texas Electric. High-speed trains operating eventually between Dallas, Houston, Austin and San Antonio are in the planning stages. Wouldn't you know it, Southwest Airlines filed a suit in mid-March

MICHAEL C. LENNON



ORLANDO'S CAR 6843 was at the Grand Cypress Resort in Florida on December 19, 1990, while its trucks were being overhauled by the Florida Central Railroad. The City of Orlando bought the trolley from the Toy Train Museum in Sarasota for possible use on a 1.7-mile streetcar line.

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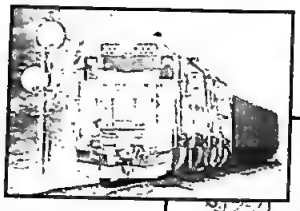

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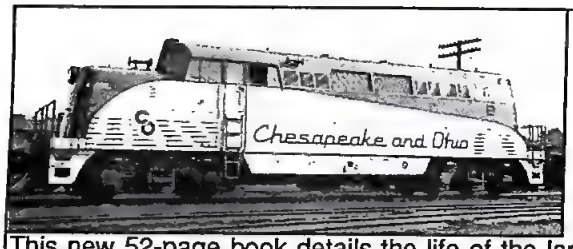

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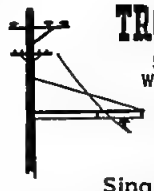
contending that the High Speed Rail Authority violates the Texas constitution. Mike Murray sent the news. Thanks also to Frank Birkhead.

In mid-March 1991 Kaiser engineers landed a $12.8-million contract to conduct the engineering work for the proposed rapid transit system in **HONOLULU**. Preliminary engineering work on the 17-mile, 24-station rapid transit system is in the works. The line is expected to cost more than a billion dollars. Thanks to Ted Wurm for the news.

March 16 saw the last use of two self-propelled Budd rail diesel cars serving the **PORT JERVIS** to Hoboken commuter line on the Metro-North commuter rail system. Two new locomotives and locomotive-hauled coaches replaced the RDC cars. There were four RDCs in the fleet, three of them formerly used by the New Haven and one by the New York Central before the Metropolitan Transportation Authority acquired them. RDCs are apparently immortal because the Budd cars were expected to be purchased by another commuter railroad. Thanks to Brian Nagel for the news.



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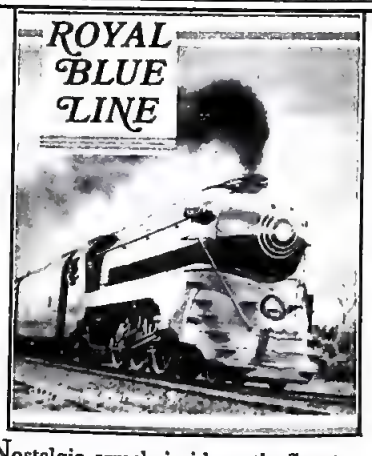

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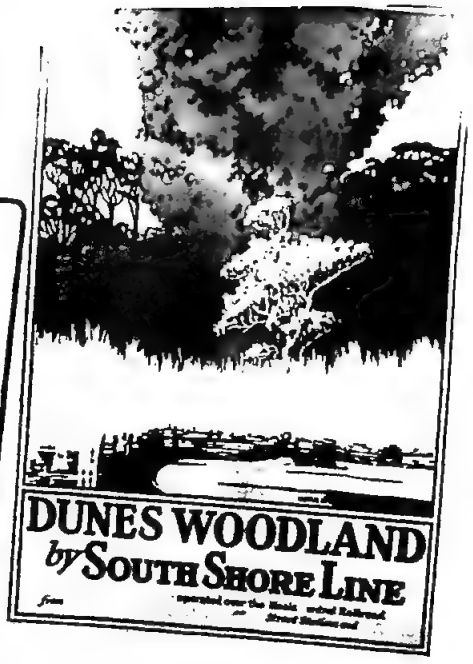

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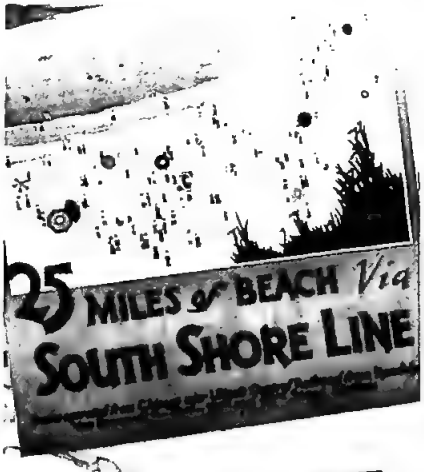

During the late 1920's, The Chicago South Shore and South Bend Railroad issued a series of award winning posters promoting travel on The South Shore to Northwest Indiana destinations. Over this past decade a limited number of these historic posters have been reprinted and are now much in demand. The Northern Indiana Commuter Transportation District, (NICTD), owner and operator of America's last electric interurban, is proud to offer five new quality reproductions of these historic posters.

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The cards shown in the photo above are:
5130 THE SHASTA DAYLIGHT "Merry Christmas and a Happy New Year"—*artist Gilbert H. Bennett*
5131 "May Christmas bring Friends to your Fireside, Peace . . . Good Health throughout the New Year"—*artist Keith Fay*

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5147 DENVER RIO GRANDE WESTERN "Merry Christmas and best wishes for a Happy New Year"
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5140 SANTA FE FP45 #100 FLIES THROUGH ARIZONA "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness and Enduring Friendships"—*artist Mike Danneman*

5144 "Season's Greetings" UNION PACIFIC STREAMLINER "With Best Wishes for the Holidays and all the New Year" —*artist R.E. Pierce*

9021 "The very finest Christmas gifts are not found below the tree; . . . It's the sense of love and peace that shines in people's hearts, it's the good will of the season in which each may have a part." "Merry Christmas and Happy New Year"—*artist Carl J. Smith*

5096 HOME FOR CHRISTMAS "To those we love and see each day and other loved ones far away, to all good friends whose friendship means so much and those with whom we're somehow out of touch . . . Merry Christmas and Happy New Year!"—*artist Jodie Boren*

5142 BURLINGTON NORTHERN ON SPECIAL DUTY "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year" *—artist R.E. Pierce*

5135 PENNSYLVANIA THUNDER "May the meaning of the Season be deeper, its friendships stronger, and its hopes brighter as Christmas comes to you this year." *—artist Mike Danneman*

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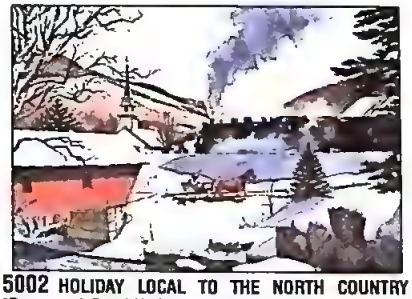

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AMTRAK GP40s To help ease its current power shortage on long-haul trains, Amtrak has leased 15 GP40s from Helm. Of B&M, Conrail, ICG and Milwaukee Road heritage, the units, rebuilt for passenger service by VMV Enterprises, are intended for trailing use *only*, with special "pass-through" wiring to link the lead unit's Head End Power generator to the train. The GP40s wear full Amtrak paint and are numbered 650-664 (page 2). They've already been seen on the *Crescent* and *City of New Orleans* and are also expected to serve on the *California Zephyr* and *Auto Train*. With the arrival of the GP40s, some of the GE P30CHs have been disappearing from their usual assignments.

YOLO SHORTLINE A new California railroad which many fans discovered during their visit to Railfair '91 in Sacramento this past May is the Yolo Shortline, which began operating a former UP branch southwest of Sacramento in February 1991. YSLR's roughly ten miles of trackage had been known as the Holland Branch during its years under Sacramento Northern and Western Pacific ownership. On grades exceeding 1%, the line runs south from the UP interchange at West Sacramento and crosses the Sacramento River Deep Water Ship Channel on a bascule bridge, then wanders through agricultural land to reach the one-mile spur into a sugar mill at Clarksburg. The plant property at Clarksburg is where YSLR stores its equipment between runs.

Motive power, on lease from the Sacramento Valley Historical Railways, is GE 50-tonner No.50 (page 73), built for Spreckels Sugar in 1939. Also on the property is ex-WP Alco S1 511 (now YSLR 101), which the railroad hopes to restore to fully operable condition in the future for additional freight or tourist work.

Present traffic on the line sees two runs per week being made from Clarksburg north to the UP interchange. Yolo Shortline's radios transmit on 160.260 MHz; they also use UP frequency 160.515 for interchange purposes.

CSX "MATE" SLUGS Originally used for hauling 10,000-ton phosphate drags in Florida, some of CSX's 25 5200-class GE "MATE" slugs (Motors Assisting Tractive Effort) have recently been placed in road service between Atlanta and Waycross, Georgia. They're generally coupled in pairs between CSX 5700- and 5800-class U36B mother units. GE delivered the 25 MATES to CSX predecessor Seaboard Coast Line during the early 1970s. Unlike most slugs, they were designed for speeds up to 30 m.p.h. Though heavily ballasted for traction, the MATEs feature standard GE fuel tanks and special hose connections to allow them to perform as fuel tenders to their mother units. Another interesting feature of the MATEs (which is also evident on some of their U36C mothers) is the Blomberg trucks they ride upon.

THE GREEN GP10 In late May 1991, a strange, green GP10 (page 73) was delivered to Intermodal Technologies, Inc., in Lyndhurst, New Jersey, off Disposal Road (only New Jersey would name a street Disposal Road). Originally PRR 7068 and later Conrail 7578, the unit has been rebuilt for remote control, with large indicator lights protruding from the side of the cab for the benefit of the one-man crew who will be operating it from the ground. ITI, which will provide equipment and service for the shipment of solid waste by rail, will use the GP10 to switch its intermodal yard where containers full of good old Northeast garbage will be loaded onto flatcars for shipment to Virginia. ITI is also getting 72 flat cars and three ex-Reserve Mining cabooses. No firm date has been set for start-up — BOB BAHRS.

A YELLOW RIBBON In a less extravagant manner than UP's camouflaged SD40-2 or BN's red, white & blue SD60M, Conrail has saluted its employees who served in Operation Desert Storm by painting a yellow ribbon on SD50 6707 along with the words "WE SUPPORT OUR TROOPS" (page 2). Conrail's Juniata Shop turned out the unit in its patriotic decor in late April, and it has been seen primarily in the East. Conrail was also making up the difference in salary for those employees who were called to active duty in the Gulf War.

COGENTRIX No.8 The folks at Republic Locomotive Works at Greenville, S.C., did an extraordinary job of kitbashing in 1:1-scale when they built this RL1000 for use at the Cogentrix steam-powered generating plant north of Rocky Mount, North Carolina. Looking somewhat like a CF7 on switcher trucks (page 73), the body was built entirely by RLW. The unit features a 1000- h.p. Caterpillar 3508 prime mover, Kato a.c. alternator, sealed electrical cabinet, pressurized carbody and two 36-inch fans mounted "v"-style for additional cooling.

Cogentrix No.8 was built on the frame of U.S. Sugar SW1 158, former U.S. Steel 158, originally Union Railroad 460. The unit is named "D.C. Battle" in honor of a local U.S. Navy serviceman who was killed in the *USS Iowa* explosion.

In other Republic Locomotive news, the first of the a.c.-powered FL9s for Metro-North is nearly complete and may be delivered by the end of summer 1991. Reportedly to accommodate the new hardware, the roof behind the cab had to be raised significantly, resulting in a "baby-face" Baldwin look. Hmmm.

PROMOTING GEORGIA During late spring 1991, the Georgia Department of Industry, Tourism and Trade sponsored a special train which operated over various railroads on a state-wide promotional tour. New Georgia Railroad's former Southern FP7s 3498 and 3499 powered the train; they were coupled at opposite ends for push-pull operation to alleviate the need for running the engines around the train at certain points. The five-car consist included cars from the New Georgia and a special Exhibit Car from Norfolk Southern — R.C. THOMASON.

GALESBURG For the June 1 and 2, 1991, Galesburg, Ill., Railroad Days celebration, the Burlington Northern brought in executive F-units BN-1 and BN-2 and imported E8 9902 and four bi-level coaches from the Chicago commuter fleet for free circle tours of the Galesburg yard complex. The train did not actually enter the yard but was able to traverse the "wye" of main lines around the yard. This was the first time since the 1982 open air gondola tours that the BN has run a train at Galesburg Railroad Days.

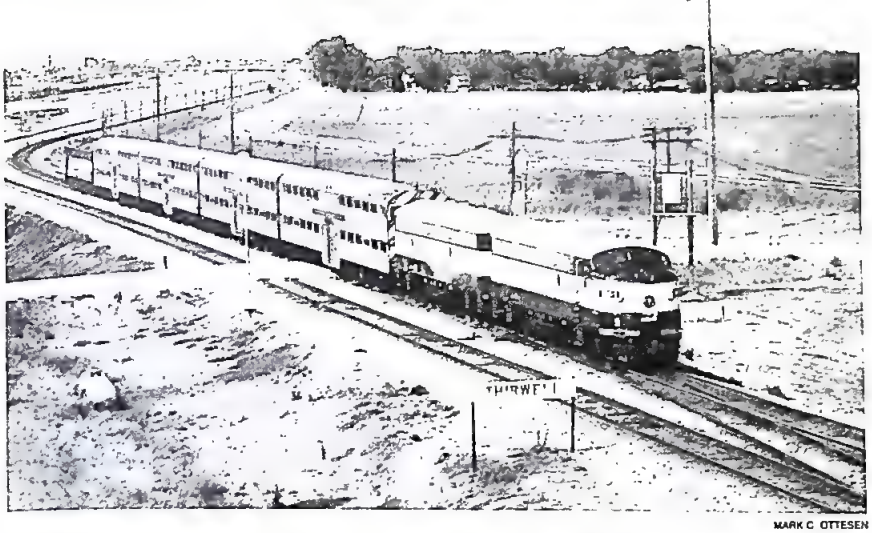
BN had originally planned for Frisco 4-8-2 1522 to be at Galesburg, and on May 29 the 1522 departed the St. Louis Museum of Transport for St. Louis Union Station. It traversed the wye at the station, coupled to a passenger car and then ran to BN's North St. Louis Yard to prepare for the next day's ferry move. En route to the yard, the lead truck bearing that prevented 1522's participation in an October 1990 Soo Line excursion (January '91 RAILNEWS), showed signs of acting up again. Not wanting to run the risk of breaking down and tying up the busy BN main line, the 1522 crew elected to return to the Museum and "scrub the mission." The problem was detected early, as the 1522 has a very advanced bearing temperature sensing computer.

The front truck is now out from under the 1522, and the crew is looking toward converting it to roller bearings. Unfortunately, due to the time constraints and complexity of the job, the 1522 will not run on the St. Louis Chapter's July 27 and 28 trip to Moberly, Mo., over Norfolk Southern.

Last October when the pilot truck bearing failed, the BN permitted the 1522 crew to use the Galesburg machine shop for repairs. After tearing down and rebuilding the truck, 1522 ran at track speeds with periodic checks of temperature for the entire 200 miles back to St. Louis. The cause of this failure has not yet been determined, but the crew admits that the best fix may simply be to convert the lead truck to roller bearings.

BURLINGTON STEAM The Illinois Railway Museum continues to gather funding toward the restoration of the two Burlington steam locomotives it acquired last year. For one dollar, the museum purchased Ten-Wheeler 637 from the city of Aurora, which had displayed the engine in a park since the mid-1960s. Built by Rogers Locomotive Company in 1892 for the Burlington & Missouri River Railroad as their 309, the 4-6-0 got its new number after the B&MR merged with the CB&Q. Shipped by flatbed truck to IRM in June 1990, it's now the oldest locomotive in the museum's collection.

Later in 1990, IRM received its other, bigger Burlington steam engine, 2-8-2 4963. The 1923 Baldwin had worked in Missouri on the Bevier & Southern before being sold to Richard Jensen. It later went to a scrap dealer who traded it with the museum in exchange for an

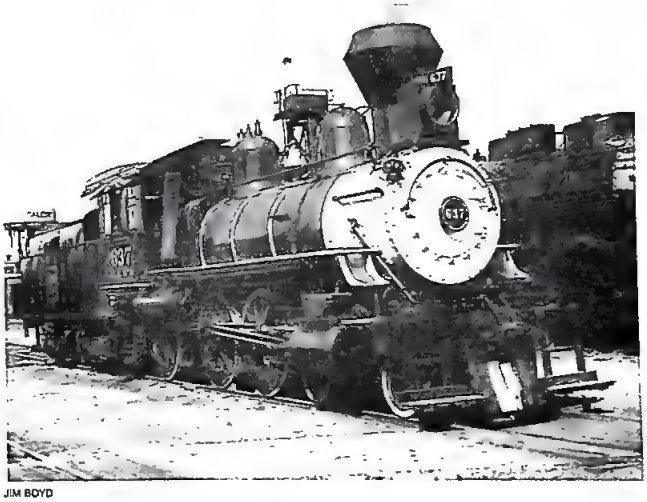


MARK C. OTTESEN

BN's EXECUTIVE F9s BN-1 and BN-2 teamed up with E8 9902 and four Metra commuter cars from Chicago to provide public tours of Burlington Northern's Galesburg, Illinois, yard during the June 1-2 "Railroad Days" weekend. On the 1st, (left) the train was passing Thirwell, just south of the terminal. These were BN's first public train tours of the yard since a popular open gondola excursion in the early 1980s.

BURLINGTON STEAM was at Galesburg on June 13, 1959, when Ten-Wheeler 637 (below) was on display with a 4-6-4 and 2-10-4 as part of an Illini Railroad Club trip powered by 4-8-4 5632. The 637 is one of two CB&Q steam engines recently acquired by the Illinois Railway Museum. Note that the Galesburg water tank, visible behind the tender, still stands in the middle background of the 1991 scene at left.

CASEY THOMASON



JIM BOYD

CSX "MATE" SLUGS 5209 and 5202 were working with mother U36Bs 5754 and 5803 to roll Train R623 through Manchester, Georgia, on May 15, 1991. Built by GE for Seaboard Coast Line in the 1970s, the slugs were first used on phosphate drags in Florida but are now entering road service between Atlanta and Waycross.

R.C. THOMASON

PROMOTING GEORGIA with a rolling road show, the New Georgia Railroad's ex-Southern FP7s 3498 and 3499 ran push-pull style (right) to take NGA coaches and an NS Exhibit Car on a state-wide trip over various railroads on behalf of the Georgia Department of Industry, Tourism & Trade. It's seen on the Georgia Southwestern at Cusseta on May 3.

equal amount of scrap iron. Before the 4963 could be moved to IRM, considerable work was performed to repair the tender frame and bolsters and to restore the air brakes to operating condition. Museum policy dictates that the debts from moving and storing the two new engines must be paid off before major work toward restoration can begin. Donations toward the CB&Q engine restoration can be sent to the Illinois Railway Museum, P.O. Box 427, Union, IL 60180; 815/923-4391.

HAVERTY LEAVES SANTA FE On June 5, 1991, Mike Haverty resigned from his post as president of Santa Fe Railway. In explaining his move, Haverty said "With the spinoff of the energy and realty businesses and the combination of the railway and holding company organizations, there has been an increasing amount of overlap in the president's and chairman's responsibilities. Consequently, I have decided to seize the moment to pursue new challenges." Unlike the familiar layoff of hundreds of operating personnel in corporate down-sizing, this seems to have been a case where one half of the top management was squeezed out instead. The roles of Haverty and Chairman Robert Krebs had become rather duplicate and redundant following recent cutbacks. Haverty's 21 years with the railroad culminated with his two years as president, a position in which he gained popularity with employees through such actions as reviving the classic red & silver warbonnet scheme and applying it to new super cab Super Fleet diesels. During Haverty's presidency, Santa Fe also trimmed away some 3000 miles of track and 15% of its work force. This helped reduce the company's expenses, though a $111.8-million loss was still incurred during 1990. Industry analysts feel

Haverty's resignation may have been partly due to pressure from members of the railroad's board of directors who were still unhappy with Santa Fe's financial performance. Chairman Krebs now assumes the position of president.

As it is well known within the railfan community that Haverty was a strong supporter of the San Bernardino 4-8-4 3751 project, the future of steam on the Santa Fe quickly came into question (after literally decades of the corporate attitude that "we're a space age railroad and have no room for antique steam engines"). During Haverty's administration, however, a solid base for support of steam surfaced within middle and upper management, and Krebs had no problem with the occasional operations of *Daylight* 4449 when he was with Southern Pacific and knows very well of the good will generated by its carrying of the corporate banner. At this point it seems unlikely that he will oppose the momentum already begun on the Santa Fe.

KIAMICHI's F7A Slugging it out on the Kiamichi Railroad these days is F7A "control slug" SL1 (page 73). Originally Kansas City Southern 4055 (built in 1949 as the 70A), the SL1 was one of seven locomotives and slugs Kiamichi purchased from Southern Credit Corporation (a KCS subsidiary) in January 1990. It was refurbished (having lost its prime mover while under KCS ownership), rewired and mated to another ex-KCS unit, GP7 4156 (now KRR 705). The mother-slug set is now used as part of the motive power at Ashdown, Arkansas, and can be seen as a switcher from Ashdown east to Arkinda, Arkansas, and west to the UP and isolated Louisiana & Arkansas trackage at Hope. Another control slug, ex-KCS F3A 4050, is slated for future rebuilding and mating with another ex-KCS Geep. From a fleet of seven more-or-less reliable locomotives, Kiamichi now boasts a fleet of 19 locomotives and two road slugs — BOB THOMPSON.

PORTER No.7 Culminating a five-year effort, Porter 2-4-0 No.7 was steamed up and run on Little Kanawha River Railroad in Parkersburg, West Virginia, in early July 1991. This privately-owned little gem was converted from an 0-4-0T by removing the saddle tank and adding a lead truck and a tender. The mystery 0-4-0T used for the conversion had reportedly been on display at the Western Maryland depot in Connellsville, Pennsylvania. The No.7 is now painted in a handsome green with gold trim and black running gear (see page 74).

No firm excursion plans have yet been announced, but if all goes well, No.7 may be hauling passenger trains on West Virginia's South Branch Valley Railroad this fall from Romney to Sycamore Bridge and back, a roughly 34-mile round trip. The South Branch Valley is a 54-mile state-owned former B&O branch line that runs from the old B&O main at Green Spring (14 miles east of Cumberland) south to Petersburg, W.Va. In recent years the SBV has hosted an occasional fantrip over its very scenic line. This fall the Eagle Cañon Passenger Car Corporation is organizing a regular weekend schedule of two round trips per day at 10:00 a.m. and 2:00 p.m., Labor Day through the end of October. Present plans are for South Branch Valley diesels to power the excursions, but if circumstances permit (like movement of the No.7 to the SBV, insurance, etc.), the 2-4-0 will make the trips. Exact details are still being worked out, but for current information and reservations call 304/822-7464. The fares are $15.00 for adults and $10.00 for kids under twelve.

N&W 2-6-6-4 1218 In observation of the 25th Anniversary of the Southern Railway steam program, Norfolk Southern has painted the smokebox front of N&W 2-6-6-4 1218 gold (see page 74). The new look apparently debuted on the May 11, 1991, excursion between Roanoke, Va., and Bluefield, W.Va., which was to have been pulled by N&W 4-8-4 611 (but whose firebox repairs are taking longer than expected).

In other news, Southern Railway 2-8-2 4501 was under steam and "deadheaded" from the Tennessee Valley Railroad Museum in Chattanooga on the morning of June 24 to Asheville, N.C., for a private excursion on June 26, followed by June 29th and 30th public trips between Asheville and Bulls Gap. The 4501 has nothing further scheduled until September outings in the Tennessee area and the 25th Anniversary triple-header with the 1218 and the 611 (see the NS listing in TIMETABLE).

And speaking of the 611, present reports are that it is not expected to be outshopped from Birmingham before September. In the meantime, the 1218 will be handling the full excursion schedule, including the NRHS Convention in Huntington.

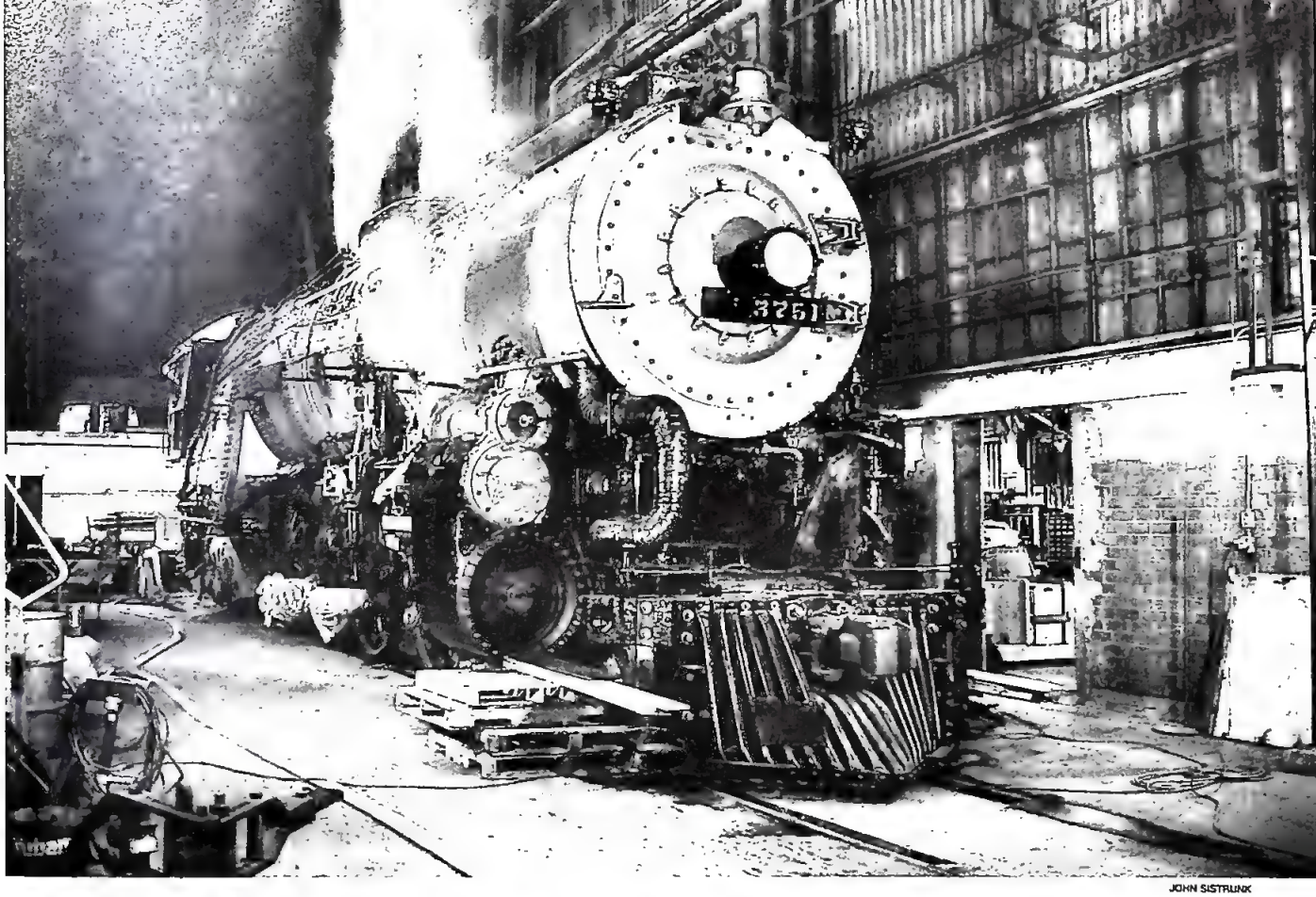
ALCO 2-8-2T No.16 May 30 and 31 saw the steam-up of ex-Hammond Lumber Company 2-8-2T No.16 on the Simpson Timber Company's trackage and adjoining BN interchange at Shelton, Washington, (page 74) in preparation for display at the Shelton Forest Festival during June 1-2. The 1929 Alco substituted for Simpson Timber's usual diesel during switching duties May 30-31. Now privately owned under the Penninsular Railway name, No.16 was originally built for the Crossett Western Company (their No.10) of Wauna, Oregon, and sold in 1943 to Hammond Lumber at Samoa, California. It later was sold to Georgia Pacific and then a private individual. The 2-8-2T is expected to see further use on an infrequent basis. In 1985 it pulled what is believed to have been the last steam-powered logging train in North America when it led the final log shipment from Camp Grisdale, Washington.

READING & NORTHERN The first annual Reading & Northern Railfan Weekend was held on June 1 and 2, 1991. As previewed in "The Schuylkill Shifter" feature in the July '91 R&R, the highlight of the weekend consisted of an excursion train with ten empty coal hoppers and seven passenger cars. Each day the Reading T1 4-8-4 2102 hauled that train from West Cressona to Reading and back, and then Reading C630 5308 and GP30 5513, owned by the Reading Company Technical & Historical Society, took the same consist to Tamaqua, via Port Clinton, and back (page 74). Both trips performed photo runbys. A night photo session (which will be featured in an upcoming CAMERA BAG) was held at West Cressona on Saturday using both conventional flashbulbs and the Lumedyne high-power electronic strobe.

It is interesting to note that today's Reading & Northern trackage is the old stomping grounds for both the 2102 and the diesels. And as R&N-owner Andy Muller proudly points out, "Only three freight railroads in the country operate their own steam program: Union Pacific, Norfolk Southern and Reading & Northern."

SANTA FE 3751 STEAMED UP At 9:35 p.m. on June 23, 1991, AT&SF 4-8-4 3751 blew her whistle for the first time since 1953. Steam pressure was initially raised to 225 pounds p.s.i., which was five pounds short of lifting the pop valves (the working pressure of 230 p.s.i. was attained and the safety valves lifted on the afternoon of June 25). During the steamup, the 3751's cylinders and pipes were blown out, and the feedwater system, injectors and throttle mechanism all checked out fine. Unable to complete the engine's restoration in time for Railfair '91 in Sacramento, the San Bernardino Railroad Historical Society is now contemplating an inaugural run sometime around Labor Day or later in the fall. The SBRHS is still planning on a route that's basically the same as the Los Angeles-Sacramento trip (by way of Cajon Pass and Tehachapi Loop) it had hoped to make in going to Railfair, except now the group would like to run clear to the end of the Santa Fe on San Francisco Bay at Richmond (by way of Franklin Canyon). Tickets purchased for the Sacramento *California Limited* run will be honored on the Richmond trip.

Following the June 5 resignation of Santa Fe President Mike Haverty, there has been concern that the railroad would suddenly drop its support of the 3751. Sources at Santa Fe insist that there are no current plans to drastically alter the company's policy toward steam or passenger excursions. Haverty had helped boost the 3751 restoration when he announced he would allow the completed engine to run on the Santa Fe to Railfair. He is perhaps best known for creating the Super Fleet and for reviving the red & silver warbonnet scheme for use on the new engines. While Haverty's departure was reported to be a voluntary move on his part, industry observers feel it may have been spurred by members of the company's board of directors who were unhappy with the railroad's financial performance despite Haverty's great success in bringing down costs.



JOHN SISTRUNK

SANTA FE 3751 STEAMED UP on June 23, 1991, inside the former former Kaiser Steel plant in Fontana, California, where the San Bernardino Railroad Historical Society has been working hard to restore her for excursion service. On June 25, the 4-8-4's safety valves were lifted as the working steam pressure of 230 p.s.i. was attained. While the 3751 was unable to operate in time for Railfair '91 in May, the SBRHS expects she will be ready for an L.A.-Richmond trip before the year is out.

JIM BOYD

RETURN OF THE NEW HOPE & Ivyland Rail Road to regularly-scheduled passenger excursions took place on June 22, 1991, when ex-Lancaster & Chester 2-8-0 No.40 (right) pulled the first revenue runs for the line's new owners. Wearing a handsome black and pinstripe livery with the NH&I name on the tender, No.40 will make round trips between New Hope and Lahaska, Pennsylvania, on hourly schedules seven days a week with open-window ex-Reading coaches. This year marks the 100th anniversary of steam-powered passenger service into New Hope.

RETURN OF THE NEW HOPE On Saturday June 22, 1991, former-Lancanster & Chester 2-8-0 No.40 pulled its first revenue trains on the renewed New Hope & Ivyland Rail Road. The 2-8-0 is tastefully painted in its as-delivered black and pinstripe L&C livery with "New Hope & Ivyland" on the tender. No.40 will make 50-minute, eight-mile round trips between New Hope and Lahaska in eastern Pennsylvania on an hourly schedule, seven days a week, pulling restored Reading open-window coaches. This year marks the 100th anniversary of the first steam-powered passenger trains into New Hope, and the Rail Road is planning extensive operations and festivities throughout the year, including Christmas trains. The return of 2-8-0 40 marks the first time steam has been on the New Hope since that engine was retired in December of 1986.

After establishing itself as a substantial tourist operation in the 1970s, the NH&I suffered numerous setbacks and a succession of management problems in the early 1980s, resulting in the end of steam and only sporadic diesel operations. The formerly county-owned NH&I was sold in October 1990 to the privately-held Bucks County Railroad Preservation & Restoration Corporation, which has been restoring the track and buildings, in addition to the steam locomotive. The No.40 is in operation now, and the next to be restored will be ex-Army 0-6-0 No.9. CNR 4-6-0 1533 will get only a cosmetic restoration. Much of the work on the 2-8-0 was performed on a contract basis by Linn Moedinger's expert steam crew from the Strasburg Rail Road, and other consultants from the Strasburg contributed to the planning and management of the new New Hope operations. For more information and a timetable, write to the NH&I, P.O. Box 634, New Hope, PA 18938.

Bangor & Aroostook Celebrates 100 Years

by Bruce Owen Nett

KODACHROME ROGER P. COOK

FRESHLY RESTORED into its as-built livery, BAR F3 502 was southbound with the 470 Club Labor Day excursion at Oakfield on May 26, 1991. It had been northbound on Marsh Stream Trestle (below) at Winterport on Friday. The dusk scene (right) was at Presque Isle.

They say a cat has nine lives. That just might be true of the last EMD F3 freight diesel left in the hands of its original owner. Bangor & Aroostook's "last F3" number 42 was built by the Electro-Motive Division of General Motors in October 1947 as the 502, one of two A-B-A sets that comprised the BAR's first diesel locomotive order (the 502's full story was related in "The Last F3" in the August '88 R&R). Since then it has become the lone survivor on the railroad of the eight BAR F3 cab units (two have been preserved elsewhere).

The 42 was kept in regular freight service and used for special occasions through 1988 and was withdrawn from duty in 1989 with some electrical and mechanical ills. Since the F3 was not equipped with the digital readout unit for the REMDs (Rear End Marking Devices), which have replaced the BAR's cabooses, it was regarded as "surplus" and not worth the expense of overhaul. The unit, however, never left BAR property or ownership, and when the railroad was looking for an appropriate way to celebrate its Centennial in 1991, the venerable covered wagon was an obvious candidate.

The decision was made to let the 42 become the roving centerpiece of the BAR's Centennial Celebration, and since it had already been running around for more than a decade in the road's contemporary red, black and gray colors, the unit would be restored to its "as delivered" two-tone gray livery and returned to its original number: 502. In late 1990 it was rolled into the roundhouse at Northern Maine Junction for electrical work and then forwarded to the Derby Shops and turned over to a crew of volunteers comprised of a dozen or so active and retired BAR employees.

Once in the shop, the mechanical gremlins were dealt with and cosmetic work could begin. Some of the external side panels were beginning to lose the battle with rust and were replaced with matching panels from sister units that were being scrapped. A new cab floor was installed along with some new floor areas in the engine room. Some dents and bangs on the pilot were hammered out, and the unit was finally grit blasted and prepped for paint.

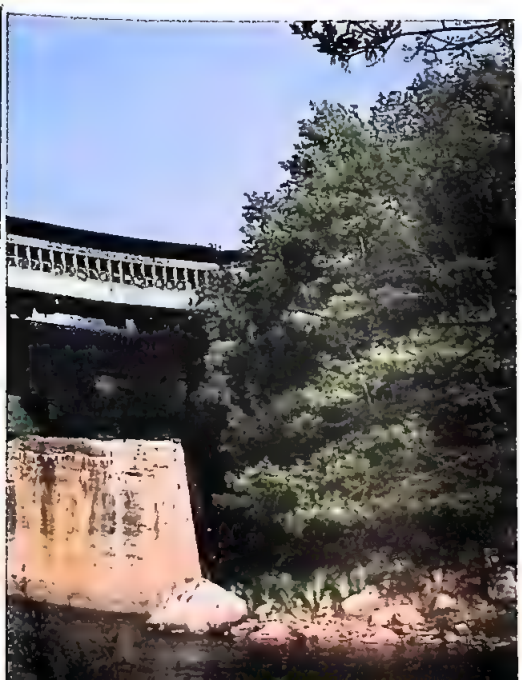
Back in 1947 when the Bangor & Aroostook ordered the 502, it had no diesel paint scheme, but the railroad's management was intrigued by the livery on EMD's 1945 F3 demonstrator

KODACHROME GEORGE MELVIN

KODACHROME THOMAS CARVER

BELOW / TWO KODACHROMES SCOTT FOSTER

set 291. The EMD Styling Section modified the demonstrator scheme by adding yellow separating stripes and placing the bright red BAR herald in the middle of the intricate nose "wings." A phone call to La Grange in 1990 turned up full size blueprints of the original 1947 styling drawings and painting patterns. Matching the originial colors with today's paint took a little more ingenuity, but the results were quite satis-



BUSINESS AS USUAL on the BAR finds GP38s 93 and 97 working the "NM Turnaround" at Millinocket yard in April 1991. The Searsport crew carries popcorn and bread crumbs to feed the seagulls at the seaport yard (below), and the birds gather each day.

factory. The paint for the project was supplied by the 470 Railroad Club of Portland, Maine.

While the locomotive restoration was under way, plans were being developed by a 100-person team of volunteers (mostly retirees) to operate a summer-long program of passenger excursions over the entire railroad with the 502. The weekend trips would originate at various points on the line throughout July and August. Three open-window coaches were leased from the Lamoille Valley to kick off the season with a special Memorial Day Weekend series of charter trips for the 470 Club (May 24 Northern Maine Junciton to Searsport and return, and May 25-26 NMJ to Presque Isle and return including the Houlton and Limestone branches). For the BAR Centennial trips in July and August (see TIMETABLE for schedule), three coaches have been leased from VIA Rail Canada.

In addition to work on the locomotive and the excursion trips, the volunteers also attacked the abandoned brick station building and yard office at Northern Maine Junction and turned it into a museum featuring a wide variety of BAR artifacts, photographs and models.

Today's BAR

The passengers who ride the Centennial trains through northern Maine will see a railroad that is only a shadow of its former self — though, amazingly in this era of mergers, still a fully independent and functioning company. The BAR continues to serve most of the places that it has reached for the past decade, but not with the volume of traffic that it formerly carried. No longer a "potato railroad" (although it has shipped a modest tonnage of Maine potatoes to the West Coast and Southwest this year), the BAR now counts on forest products — mostly paper and lumber — for most of its revenue. Fuel oil from Searsport to the paper mills is also important traffic.

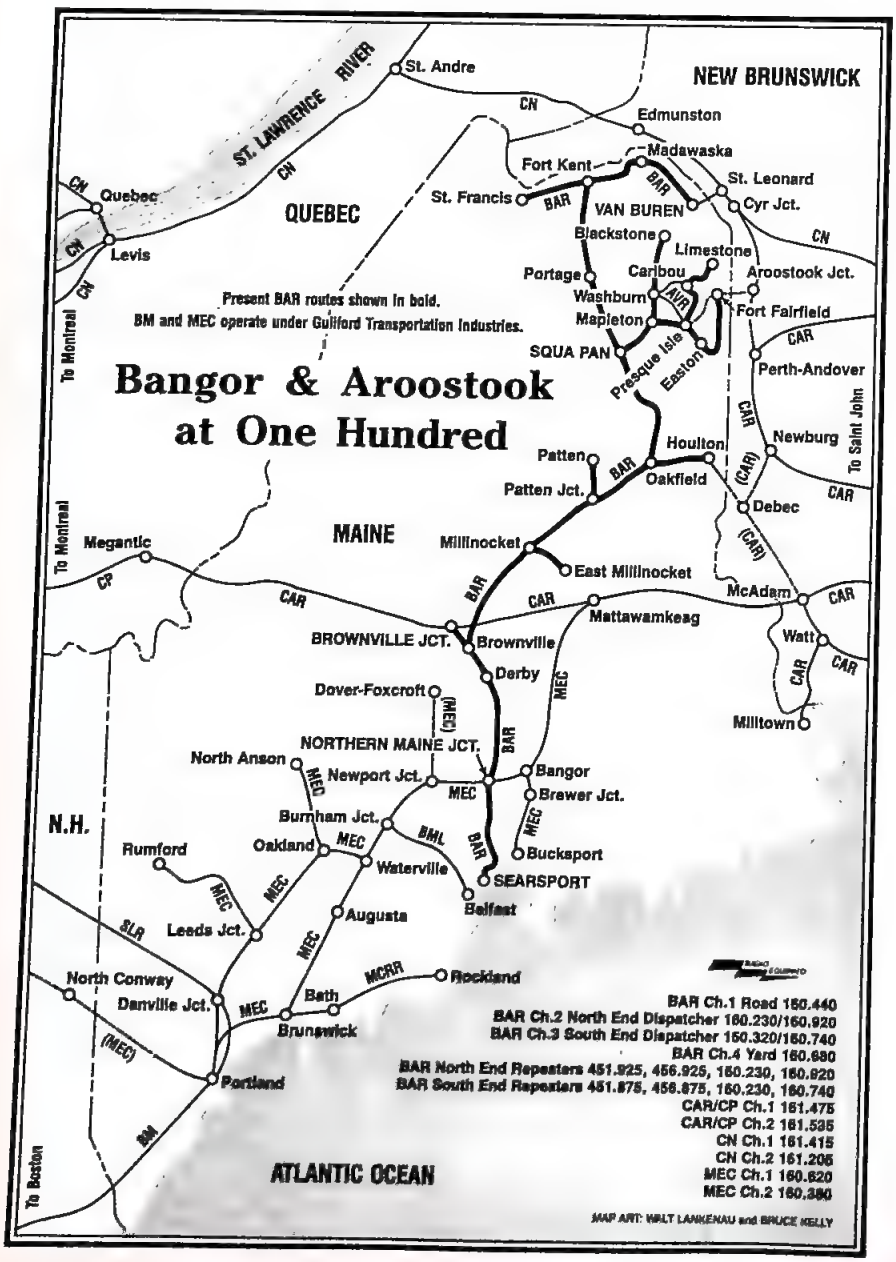
The nationwide slump in housing starts during the past few years has had its effect on rail traffic, and users of paper (mostly newsprint) have changed their buying habits so that they are no longer stockpiling large quantities of paper products. They now order what they need when they want it.

Railfanning the BAR is still possible, but one has to be pretty choosy about times and places to find the action. Northern Maine Junction is still the place most visitors begin, and the Searsport Local is a very predictable job, going to work at 6:00 a.m. on weekdays and running down to the seacoast at Searsport and returning in the early afternoon, usually with northbound fuel tank cars for the paper mills up north. The job is off Saturday and works between Hampden and Brownville Junction on Sunday with an 8:00 a.m. call. Following the return of the Searsport job on weekdays, the "NM Turnaround" goes to work at 3:00 p.m. and makes a round trip to Millinocket. On Saturday the job goes to work at 1:00 p.m.

Probably the busiest spot on the railroad is Millinocket. with three switch jobs in the yard. The First Switcher goes to work at 2:00 a.m. Monday through Saturday and at 8:00 a.m. on Sunday. The Second Switcher goes to work at noon daily except Sunday, and the Third Switcher goes on duty at 6:00 p.m. seven days a week. At 8:00 a.m. daily except Sunday, No.161 goes to work between Millinocket and the paper mill at East Millinocket, making two trips, if necessary.

At 6:30 a.m. on weekdays and 7:30 a.m. on Saturday, the Houlton Local goes to work at Millinocket and runs to Houlton and back. At 3:00 in the afternoon, No.211 goes to work at Millinocket daily except Sunday and makes a road trip north to Madawaska. At 8:00 o'clock Sunday morning, the "CP Extra" works as a local between East Millinocket and Brownville Junction. That same job goes to work at 4:30 in the afternoon on weekdays and may work as far south as Derby.

Out of Oakfield, the "Squa Pan Extra" goes to work at 6:00 a.m. as a local to Portage. At Squa Pan, No.85 is called for 7:00 a.m. on Monday, Wednesday and Friday to work the branch to Fort Fairfield, between Presque Isle and Industrial and between Mapleton and Starrett. On Tuesday and Thursday it works to Easton and covers the work between Presque Isle and Caribou



and between Mapleton and Starrett.

Up on the north end of the railroad at Madawaska, the "Madawaska Extra" goes to work at 8:30 a.m. daily except Sunday as a local between Fort Kent and Van Buren. On Sunday, an extra crew will cover the work as needed. On weekdays, No.212 goes to work at 7:30 in the evening and makes a nocturnal run south to Millinocket. The job sees much more daylight and makes for much better railfan photos on Sundays, when it is called out of Madawaska at 2:00 in the afternoon. As with any freight business, these schedules are subject to change as conditons warrant.

Motive power

The days of F-units and BL2s are long gone, but the BAR can still offer up some interesting and attractive motive power, particularly if you like non-turbocharged EMDs. The railroad has 38 units on the property, of which 25 are serviceable. Unfortunately, the era of the high-nosed Geeps is just about gone. Although the BAR still rosters twelve of its original 16 high-nose GP7s (60-75) built in 1950 and 1952, only two (68 and 70) are in use, while three are stored serviceable and seven are stored unserviceable. Only two GP9s (78 and 79) remain of the five (76-80) built in 1954. The entire fleet of low nose GP38s (81-88) bought new in 1966 and 1967 is intact, and the roster has been augmented over the past few years by the acquisition of some second-hand low-nose power.

In 1983 and 1984 the BAR bought from Conrail five former Pennsylvania-Reading Seashore Lines GP38s (BAR 90-94) with the front cab windows extended forward to accommodate the mechanically linked center-console dual controls (these unusual and un-needed control stands were immediately removed by the BAR). In 1988 they bought from Helm Leasing four ex-Missouri Pacific GP38s (BAR 95-98), and in 1989 they picked up from the Santa Fe five GP7s (BAR 20-24) that had been rebuilt with chopped noses and "spartan" cabs.

Obviously, the 17 GP38s dominate today's roster. The Millinocket-Madawaska road jobs, 211/212, usually get four units, while the Searsport Local gets two and everything else will have one or two units as the work demands.

Meanwhile, BL2s 51 and 56 rest at Derby with no traction motors under them and are likely to be sold to Glenn Monhart's Janesville & Southeastern to go along with the WP/IC-painted 52, which he has in service on the Wisconsin & Calumet (page 73). The former-BAR 54 is in tourist service on the "Stourbridge Line" out of Honesdale, Pa., in BAR red, black and gray, and the BAR's only previous venture in historic paint scheme restoration, BL2 57, is displayed at the Coles Transportation Museum in Bangor in its 557 *American Railfan* configuration.

Out in Jim Thorpe, Pennsylvania, F3 46 has been transformed into the tangerine and blue Jersey Central "56" and mated with a modified B&M F7 B-unit as CNJ "D" by the Anthracite Roads Historical Society (August '91 R&R, page 2). They are about to be joined in that livery by the BAR 44, which was sold to New Jersey's Tri-State Chapter NRHS and recently leased to ARHS.

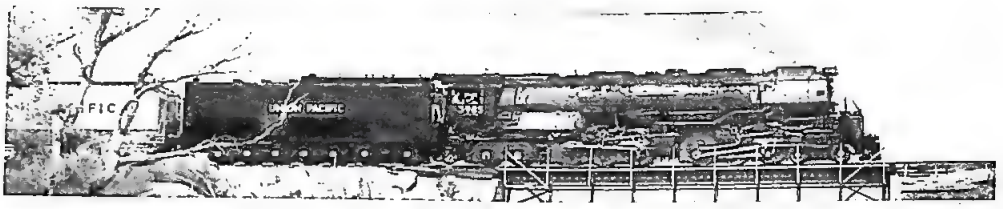
And, of course, at Northern Maine Junction, the two-tone gray 502 will be on display or residing in the roundhouse this summer between its duties on the Bangor & Aroostook Centennial Celebration excursions. Since its overhaul left the unit "as good as the day it left La Grange," the BAR intends to take good care of the 502 and use it for the foreseeable future on special occasions like the annual holiday Turkey Train.

Let's see, how many of those "nine lives" does it have left?

BRUCE OWEN NETT

THE EAST MILLINOCKET JOB had an unrepainted Santa Fe GP7 and an original BAR GP7 on a cold day in early 1991 as it worked the Georgia-Pacific paper mill at East Millinocket. This job often makes two trips a day over from the Millinocket yard.

McCammon and Memories



MIKE DEL VECCHIO

A Challenger and a passenger train can be more than just a fantrip

by Wes Vernon

ABOARD THE *NORTHERN UTAH—SOUTHERN IDAHO STEAM SPECIAL*: This was a trip worth going out of your way for. When you fly about 2500 miles just for a one-day rail excursion, as I did, you are, to say the least, serious about it.

This sold-out trip on April 21, 1991, took its passengers over a portion of what was (more than 100 years ago) the longest narrow gauge railway in America. The Union Pacific consist took us round trip from Salt Lake City, Utah, to McCammon, Idaho.

Historically, the line started out as the Utah Northern — the so-called "people's railroad" evisioned in the 19th Century by Mormon leader Brigham Young. After Mormon farmers pitched in and did much of the work to build it, the railroad was ultimately swallowed up by the mighty Union Pacific, first through its subsidiary, the Oregon Short Line (OSL), then completely under the UP's distinctive red, white and blue shield. Construction on the Ogden, Utah, to Butte, Montana, (via Idaho) line began in the territory of Utah in 1871 and reached Montana territory about a decade later. Utah, Idaho and Montana were yet to be admitted to the union.

The Mormon farmers, by the way, ended up with worthless stock once the UP took it over. But they derived economic benefits from having access to the railroad to get their goods to market.

On this 1991 spring day, we were riding behind UP's mammoth Challenger 3985, touted by the UP as the largest operating steam engine in the world. No way that thing would fit this historic line today had it not been standard gauged in the late 1880s.

Among the more than 300 aboard, some were lucky enough to have purchased their tickets early and thus get a seat in the *Sun Valley* lounge car, offering plush comforts and luxury for which UP service in its heyday was famous. Not being so lucky, our party ended up with seats in the *City of Los Angeles* dining car. (No service out of the galley, however. Everyone got a box lunch in McCammon.) The trip operators were so short of coaches, the Promontory Chapter of the National Railway Historical Society had to use every piece of passenger equipment it could get its hands on. All seats charged the same price. You paid your money and took your chances. Given my own enthusiasm for a line that conjures up childhood memories, I would have settled for the roof.

Those of us who knew where to find the most scenic views jammed the available Dutch doors as the gargantuan machine on the point really worked up a trail of smoke through the spectacular Bear River Canyon. There were many twists and turns, affording horseshoe-curve-style shots over the bridge near the beautiful Utah Power & Light Co. waterfall.

There was a respectably large turnout as the train roared through Cache Junction, the 101-year-old dot on the map set up for the convenience of the railroad in connection with the 51-mile branch line going off to the east to Logan, Utah, and Preston, Idaho. This branch served its passengers some 50 years ago with an old gas-electric doodlebus. Only a long, conspicuous rectangular splotch of dirt at Cache Junction represented what used to be a red brick platform with station where, in the 1930s and '40s, our family would make a cross-platform transfer from the steam-hauled *Butte Special* to the doodlebus that would take us to see our grandparents in Logan.

The northbound photo runby was just out of Bear River Canyon a few miles south of Cache Junction. The return runby was also held barely north of Cache Junction, this time by the freight yard on the Logan/Preston branch.

So many people on this train had a story to tell either about this particular line or about the railroad in general. In the lounge car, the bartender was veteran railroader Walter Dean. He was serving on his last trip after 49 years with the UP. The soft-spoken Dean told of the time when actress Loretta Young rode from Los Angeles to Sun Valley. "Her smile just lit up the car," Dean recalled.

Wilford Winkelkotter, a volunteer crew member, served as a UP roadmaster years ago. He remembered the time when C.C. "Charlie" Larkin, a high UP official, put the light ridership (in its final pre-Amtrak days) *Butte Special* to work as (hopefully) a money-maker, transporting freight cars behind its two-passenger-car consist between Salt Lake City and Pocatello.

Ninty-five-year-old Gladys Reed told us of her days as a telegrapher in Cache Junction from the 1920s to the 1940s. We even had a mutual acquaintance from years ago: Pete Peterson, in that era a longtime agent at the Logan station on the branch. Pete lived with his family at the station just above the waiting room and ticketing area. On this day, Gladys was with her grand-daughter, whose father (Gladys' son) was circling above us in a small aircraft, no doubt setting some good camera action.

"These young people today don't know how to live," Gladys remarked. She remembered the days when railroad workers would get together and "dance 'til we dropped."

Then there was Linda Shrope, another ex-telegrapher on this line, whose late husband was in charge of track work on the main line through Bear River Canyon and on the south part of the branch. Linda said she'd been in railroading for years even though she was "petrified" of trains.

A five-piece band went parading through the train, stopping for about 15 or 20 minutes to entertain with some oldies, sing-along style.

Union Pacific Special Agent Tom Griffith told a passenger that, yes, the company's money is in freight, but this kind of passenger railroading was where the UP's heart was.

WILLIAM E. WARDEN, JR.

IT IS THE DAWN of a new era on May 1, 1971, as the last C&O *George Washington* prepares to depart Charlottesville, Va., for Washington, D.C., behind B&O E8 1443 and C&O GP7 5890 is ready with the Newport News section. This is the first day of Amtrak, and after today, everything will be different.

Photo Line

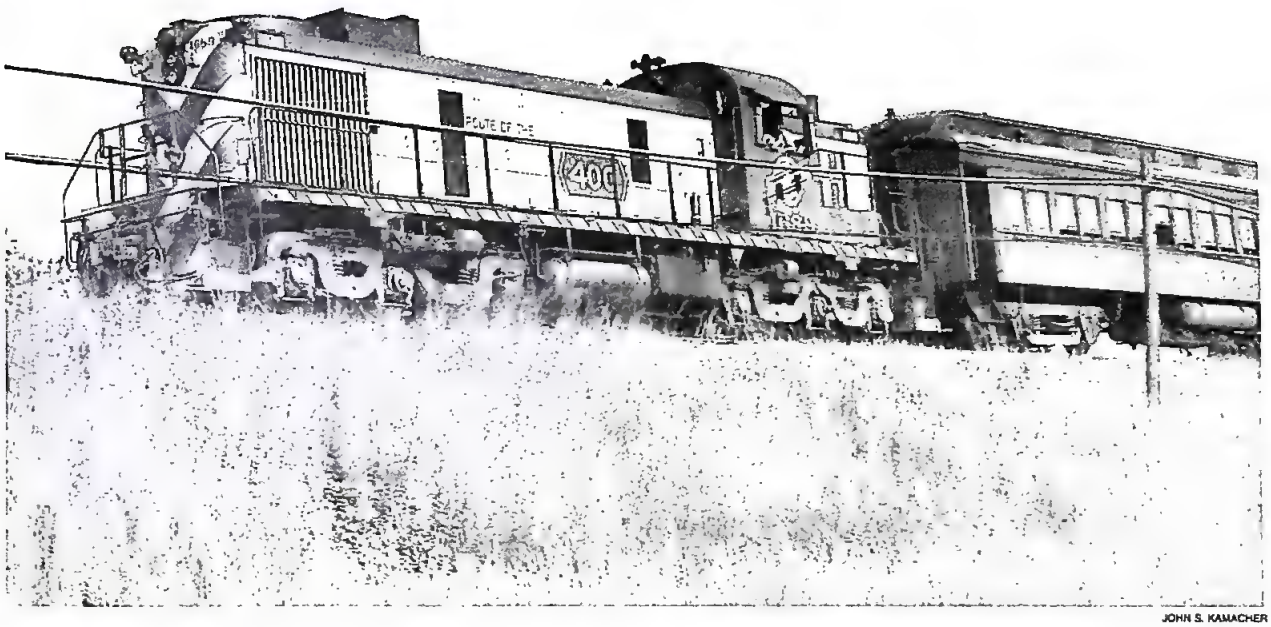
GLENN MONHART

GEORGE W. HAMLIN

THAT BURLINGTON GP30 is only one year old as it idles under the sand tower at Clyde Yard in Cicero, Illinois, in 1964. The photographer with the 4×5 camera is Glenn Monhart, who will soon be buying his own locomotives, such as the E3, BL2 and F-units he now keeps at Janesville, Wis., for use on the Wisconsin & Calumet. For a sample of his roster, see page 73.

IT'S JULY 1, 1968, as Missouri Pacific E7 No.22 pauses at Kirkwood, Missouri, with the St. Louis to Kansas City *"Nameless Eagle"* No.15. The photographer is George W, Hamlin, who nearly 20 years later will be tracking Oneida & Western unit coal trains through Atlanta, as shown on page 65.

Photo Line



JOHN S. KAMACHER

CHICAGO & NORTH WESTERN Alco RSD5 1689 is only two years old in 1956, but it has already helped replace 4-6-2s on the Chicago suburban trains, such as this Milwaukee Division run. Thirty five years later, the 1689 will again replace 4-6-2s in passenger service, only this time it will be in Western Maryland paint, as shown on page 73.

BOSTON & MAINE BL2 1551 is in maroon and gold paint as it prepares to leave Woodsville, New Hampshire, for Wells River, Vermont, on August 1, 1955. Note that this "branch line" unit lacks m.u. Now consider the similarity between the two photos on this page and the bottom photos on page 73.

JOHN C. ILLMAN

KODACHROME THOMAS F. HANLON

In New York City, the softly bright morning of April 7, 1991, carried the promise of summer. At Inwood Hill Park, on the Hudson River at Manhattan Island's far northern tip, joggers (windbreakers knotted around waists, so warm was this Sunday morning) now and then thumped along the park's winding, hilly paths — paths that eight hours before, near midnight, no wise person would frequent. Some early fishermen with spinning rods in hand crossed the high ballast of recently refurbished railroad tracks to get to the Hudson.

Seeking a quarry other than fish, three or four visitors with cameras stood on a pedestrian bridge over those tracks. This was Amtrak's new 10.8-mile-long "Empire Connection" from Spuyten Duyvil into Pennsylvania Station, the link which allowed the rerouting of all Amtrak trains from Grand Central Terminal. Shortly after 9:00 a.m. a headlight swung into view to the south, where the great, gray George Washington Bridge spanned the Hudson, linking New Jersey's Palisades with Manhattan's Washington Heights. The Toronto-bound *Maple Leaf*, an FL9

TWO KODACHROMES KARL ZIMMERMANN

THE FIRST REVENUE train over the Empire Connection was the westbound *Maple Leaf* on Sunday, April 7, 1991, shown (**right**) at Inwood Hill Park. A short while later, the *Bear Mountain*, shown at the Spuyten Duyvil bridge (**above**) became the first eastbound.

EMPIRE CONNECTION

Amtrak's new "Empire Connection"

by Karl Zimmermann

hauling Amfleet coaches, roared through Inwood Hill Park, then clattered over the Spuyten Duyvil swing bridge to join Metro-North Commuter Railroad's Hudson Line tracks from Grand Central, the train's former home.

With hardly anyone at lineside to notice, the *Maple Leaf* — the first revenue run over the Empire Connection — had begun a new era in service from New York City to points along the former New York Central's Water Level Route.

If the occasion of the actual start-up went relatively unremarked, there were plenty of festivities three days earlier (on Thursday, April 4) when Amtrak ran its ceremonial inaugural special, a round trip for press and dignitaries from Albany-Rensselaer to New York Penn and return. Flying American and New York State flags, the shiny six-car Rohr Turboliner — "The paint's so fresh you can smell it," said one guest — left Albany in midmorning after the first round of speeches, which were resumed during stops at Hudson, Rhinecliff and Penn Station.

"For nine long years we dreamed about what we then called the West Side Connection," said Amtrak president W. Graham Claytor, Jr., reflecting on the complexity of a project that might have seemed at first glance relatively simple, since in large measure it involved rebuilding what was already there. Simple it was not, however, and its complicated but cooperative aegis was demonstrated by the list of speakers at the inaugural events, which included Senator Alphonse D'Amato (R-NY), Federal Railway Administrator Gilbert Carmichael and New York Transportation Commissioner Franklin White.

"This," Claytor said, "is the way we hope Amtrak, the states and local communities can work together to improve rail service."

Consolidating all of its New York City operations under one roof had been Amtrak's wish virtually from its formation 20 years ago. The passenger corporation had quickly shifted the Boston trains using Grand Central to the Hell Gate Bridge line into Penn Station, the route long plied by Pennsy-New Haven through trains between Washington and Boston. But there was no simple way to get Hudson Line trains into Penn Station, so for two decades Amtrak had to shoulder the expense of maintaining two stations in Manhattan, while passengers making north-south connections through the city bore with the inconvenience of a twelve-block crosstown transfer.

The solution to this problem clearly lay in the dormant West Side Freight Line, over which New York Central once delivered much of the Manhattan's food supply. The line, which in fact had been the Hudson River Railroad's initial route for passengers as well as freight from upstate New York into Manhattan back in the mid-Nineteenth Century, was virtually abandoned from the late 1970s and saw its last carloading in March 1983 — newsprint bound for The New York *Times*. In 1984 Amtrak purchased the line from Conrail for $4 million — merely the tip of a funding iceberg projected at that time to be $55 million to complete the connection.

In 1982 the Rail Safety and Improvement Act had authorized $30 million for what nine years later would finally become reality as the Empire Connection; in 1983 Congress had appropriated the necessary federal funds, but with the restriction that New York State provide 40 percent of the total cost. By 1987 the $55 million estimate had burgeoned to $85 million, due largely to funding and construction delays and unexpected costs of construction in the area of the Jacob Javits Convention Center.

In 1988 new problems surfaced: asbestos discovered in Midtown and a dramatically escalated price tag to repair the bridge at Spuyten Duyvil, making the new bottom line an unacceptable $100 million. In 1989 Amtrak and the New York State Department of Transportation compromised to stay under the $85 million ceiling, and a projected double-track railroad was diminished in planning to single-track — bringing with it the certain promise of operating delays.

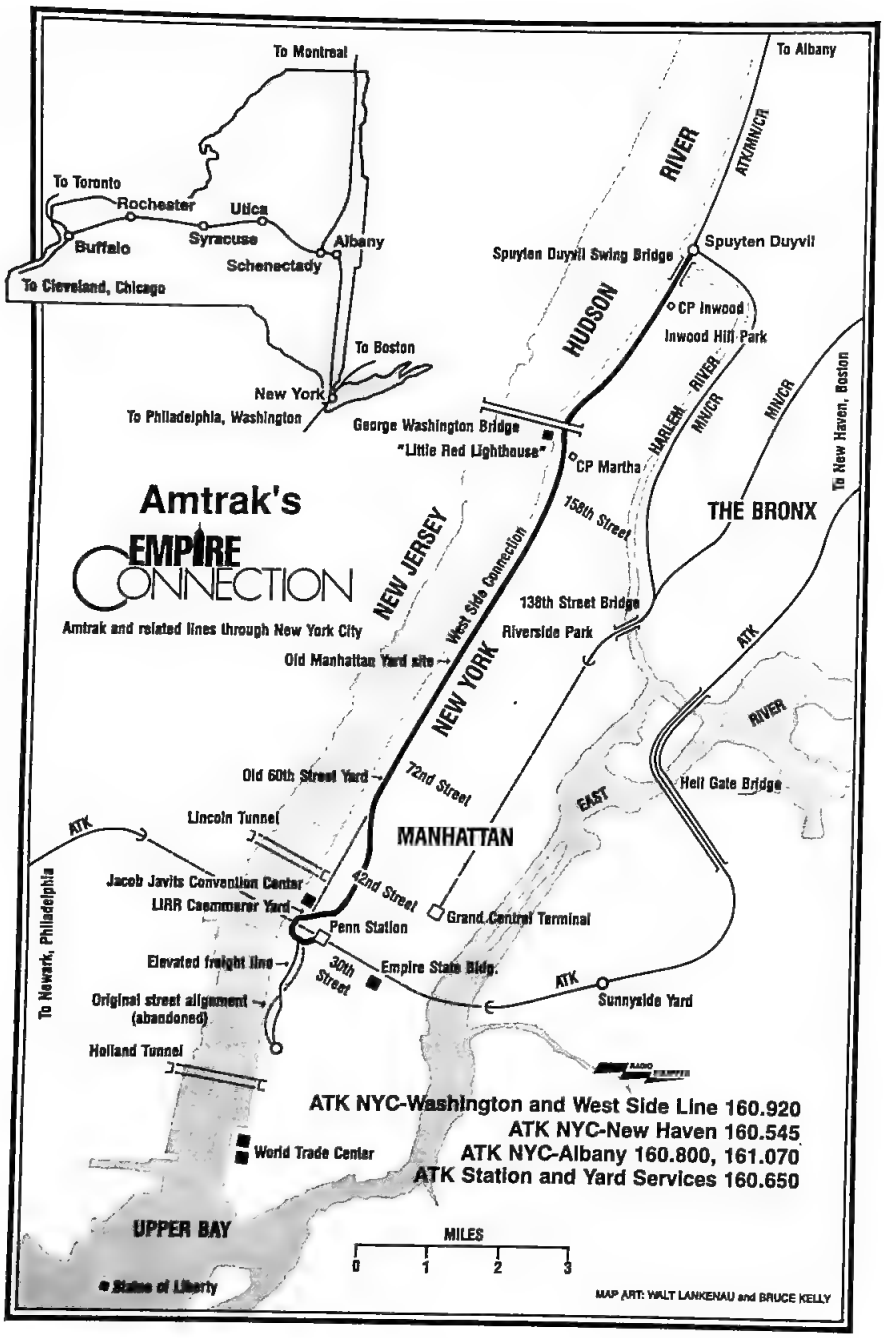
Strongly encouraged by a disappointed Empire State passengers Association, New York State's aggressive rail advocacy group, Senator D'Amato unlocked (from funds reserved for the defunct Westway highway project) the additional $11 needed for the originally planned nine miles of double track, which will be complete by this fall.

So this "*Perils of Pauline*" scenario had a happy ending, and it was Senator D'Amato who broke the ceremonial bottle of New York State champagne over the Turboliner's nose at the Rensselaer ceremony on inauguration day. And that afternoon, at Penn Station, D'Amato received ESPA's Presidential Award for his role in the successful completion of the Empire Connection.

The inaugural train was dubbed "The *E.M. Frimbo Special*," honoring the "world's greatest railroad buff," a.k.a. *New Yorker* editor Rogers E.M. Whitaker, who died in 1981. As the Turboliner sped down the Hudson south of Rhinecliff, *New Yorker* writer Tony Hiss (Whitaker's collaborator in bringing Frimbo to life in the magazine's pages) eulogized that early advocate of the passenger train, who logged nearly 3,000,000 rail miles in his lifetime.

KARL ZIMMERMANN

AMTRAK PRESIDENT Claytor spoke to the crowd at Hudson, N.Y., on the April 4 inaugural run. The Turboliner made a photo stop (opposite top) at the George Washington Bridge.



"It was Frimbo," Hiss said, "who kept the torch burning in the dark days before Amtrak."

Excitement built aboard the special as it neared Spuyten Duyvil and the Empire Connection, which would be new mileage for most aboard, though a few had ridden fan trips on the route when it was the West Side Freight Line. Without ceremony or pause the train clattered through the switch at CP 12 on Metro-North's Hudson Line, slipped by the old DV Tower and crossed the Harlem River Ship Canal into Manhattan over the expensively rebuilt swing bridge dating from 1899. Lying just off the bridge, a city fireboat flung geysers of Hudson River water skyward in the time-honored salute traditionally accorded ocean liners entering New York Harbor on their maiden voyages.

The bridge, which had been barged to New Jersey for repairs and then reinstalled, was originally double-tracked but planned from the beginning as single by Amtrak. (Left perpetually open for river traffic after the West Side Freight Line's abandonment, the bridge had been rammed more than once by tugs and barges, damaging the mechanism and leading to the costly renovation.) Just into Manhattan, the special passed "Control Point Inwood" (Milepost 10.9) where the double track begins. The double track from CP Inwood to CP Martha (Milepost 7.3, just below the George Washington Bridge) has been in service from the beginning.

For an urban route, the line is surprisingly scenic, passing first through Inwood Hill Park and then, after traversing a deep cut under the George Washington Bridge, Fort Washington Park. Here, just north of CP Martha, the special made an impromptu photo stop, which also offered passengers a good view of a sentimental favorite: the small red lighthouse made famous by Hildegard Hoyt Swift and Lynd Ward's book for children call *The Little Red Lighthouse and the Great Gray Bridge*, in print since 1942. (The lighthouse was designated a National Historic Landmark in May 1991, barely a month after Amtrak trains began running past it.)

The Empire Connection's next park is Riverside, but here the line runs not through but under it, in the 2.7-mile-long Riverside Park Tunnel. Actually, this construction — the final phase of the New York Central's extensive West Side Improvement, completed in 1937 — is really not a tunnel at all but a bridge covered with 32 acres of landscaping, which became part of Riverside Park.

Though the scenery is attractive, the Empire Connection's affinity for parks quickly proved a mixed blessing when, less than two months after the line's opening, the eastbound *Niagara Rainbow* struck and killed a three-year-old boy who had wandered onto the track while his mother was playing tennis in Fort Washington Park. The accident touched off a storm of protest and recriminations by local politicians, community groups and the press about the lack of fencing along the right of way. (The day after the accident the Parks Department installed temporary fencing in the area where it occurred; the fence was vandalized the first night, lending credence to Amtrak's claim that fencing was not the solution.)

The special emerged from the Riverside Park Tunnel into the vast empty space — some 100 acres — that was once 60th Street Yard and now belongs to Donald Trump, who in flusher days planned to develop it as the "Television City" complex. Beyond the yard site the train entered a "cut and built over" section, part of the West Side Improvement that allowed the use of the air rights over the tracks.

The other major yard on the West Side Freight Line, known as 30th Street

EMPIRE CONNECTION

Yards, was located between 30th and 37th Streets. Today the Jacob Javits Convention Center occupies the northern portion of this site and the Long Island Rail Road's John Caemmerer Yard the southern. At 37th Street the Empire Connection diverges from the original right-of-way to swing under Caemmerer Yard and over Amtrak's North (Hudson) River Tunnels and into Penn Station. This new tunnel, the critical link in the Empire Connection, was dug when Caemmerer Yard was built in the early 1980s; had it not been constructed then, it probably never would have been. (A "box tunnel," it was excavated, lined with concrete and then backfilled.)

With its tight curve and steep grade, this tunnel is also the limiting factor in Empire Corridor operations — causing, for instance, the *Lake Shore Limited*'s Slumbercoach to be switched from the New York to the Boston section, since an FL9 is limited to nine cars up the grade. (And, further, Amtrak owns just six FL9s, not enough to routinely run two-unit power sets.)

Electrification begins at 38th Street ("CP Empire," just north of the tunnel portal). This Penn Station electrification is Long Island Rail Road's overrunning third rail, which required modification of the FL9s and Turboliners from the underrunning mode in use in Grand Central and on the Metro-North lines.

Penn Station will host some 20 Empire Connection trains daily, counting both arrivals and departures (with the exact number varying by day of the week), bringing more than 1.2 million additional passengers annually into the station. Amtrak projects a ridership increase of 117,000 per year on the Empire Connection as a result of the convenience of across-the-platform transfers and expects to save $2 million a year from consolidation of station operations. To better manage this hoped-for influx of new riders within a fixed capacity mandated by scarcity of equipment, Amtrak has made trains operating west and north of Schenectady all-reserved.

Though initial Empire Corridor operations don't offer any trains running through Penn Station, at least one service most likely will be extended in the near future to terminate on the Long Island Rail Road, perhaps at Port Jefferson.

Incompatibility of motive power make Northeast Corridor-Empire Corridor run-throughs more problematical. Still, it's an intriguing possibility for the future.

But on that first weekend in April 1991, mixed with all the excitement of looking ahead to more efficient Amtrak service was inevitably the melancholy

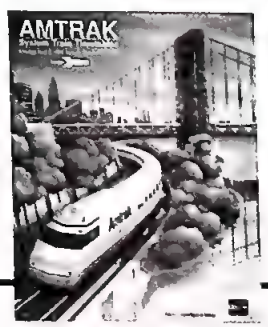
THE WESTBOUND *MOHAWK* Turboliner to Syracuse crossed the end of 70th Street on June 21, 1991, while passing the now-vacant site of the old 60th Street Yard.

of looking back — and marking the end of an illustrious and significant era in the history of Grand Central Terminal.

At 7:10 p.m. on Saturday, April 6, when Amtrak's train No. 49, the Chicago-bound *Lake Shore Limited*, eased into motion on GCT's Track 18, it was no ordinary consist. Tacked on behind FL9 489, behind five Amfleet coaches and an Amfleet lounge, behind diner *Silver Chef*, Slumbercoach *Toledo Harbor* (a New York Central veteran that had made countless trips in and out of GCT), and 10/6 sleeper *Pacific Lodge*, were a pair of strangers: the *Leonard J. Buxton* and the *Blue Ridge*.

The latter, an open-platform office car in a rich red livery that spoke of its Norfolk & Western heritage, carried the markers — and kerosene ones at that. While the *Blue Ridge* was eye-catching, the *Buxton* (now a lounge car but built by Budd in 1939 as a coach and delivered to the Florida East Coast as *Vero Beach*) was a fluted-stainless-steel lookalike to Amtrak's Heritage Fleet cars just ahead in the consist.

On *Blue Ridge's* platform, as many



celebrants as could fit stood waving importantly while No.49 gathered speed, slipping away from a likewise waving enclave of some size clustered on the high-level platform. A CBS cameraman shouldered his camcorder, capturing views that would appear on the late news. Camera strobes blipped as others recorded for their own personal posterities this momentous event: the last long-distance train to depart from Grand Central Terminal.

Inside the marbled halls of the famous Beaux Arts landmark, a station attendant snapped off the light illuminating Track 18's ornate, corniced train indicator board, forever ending an illustrious chapter that extends back to the current GCT's inaugural in 1913, back even to 1871, when the previous Grand Central opened on the same site. No more would names like Chicago, South Bend, Toledo, Cleveland, Buffalo, Rochester and Syracuse light up in GCT.

When, about an hour and a half on the heels of the *Lake Shore*, the Turboliner *Rip Van Winkle* — the very last intercity train — would pull out of GCT, "Albany" would flicker out for the last time as well.

The mood in Grand Central that evening was nostalgic and recollective. Redcaps photographed each other leaning from the cab of a Turboliner. Fans gathered to witness the *Lake Shore's* departure and thus say goodbye to a tradition of service to Chicago over the Water Level Route that long predated any of the assembled fans themselves. The *20th Century Limited*, born in 1902 and laid to rest in 1967, was of course the apogee of that tradition.

From the Railroad Enthusiasts' Williamson Library upstairs in Grand Central came a sizable chunk of the red carpet once unrolled for every *Century* departure. (This use-stained artifact, worn by the tread of countless thousands of expectant travelers, is currently owned by William Newman, great-grandson of a New York Central president.) The carpet carried the distinctive Art Deco logo created by Henry Dreyfuss for the 1938 streamlining of the *Century*.

Guests on the *Buxton* and *Blue Ridge* stepped gingerly across the historic carpet to enter — in the case of the office car at least — the ambiance of an era predating the Dreyfuss make-over, in point of fact virtually contemporanious with the great station. The *Blue Ridge* was built in 1914 (when the current Grand Central was just a year old) as a diner for the Norfolk & Western and rebuilt as a business car in 1934. Current owner Classic Rail Cars, Inc., bought

TWO PHOTOS JIM BOYD

THE LONGEST DAY of the year, June 21, found the Friday-only *Palisades* to Albany ducking under 45th Street, ten minutes out of Penn Station. Later, the westbound *Lake Shore Limited* (top) crossed the Spuyten Duyvil swing bridge.

Penn Station Arrivals and Departures
Empire Connection Movements

Amtrak Timetable April 7 - October 26, 1991
Trains daily except as noted

TIME	DIR.	NAME, NO., DAYS
7:15 a.m.	WB	*Bear Mountain*, 243, ExFrSaSu
8:15 a.m.	WB	*Bear Mountain*, 245, FrSaOnly
8:43 a.m.	EB	*Hudson Highlander*, 242 exSu
8:45 a.m.	WB	*Maple Leaf*, 63
9:17 a.m.	EB	*Storm King*, 246 ExSaSu
9:32 a.m.	EB	*Bear Mountain*, 244, SaSuOnly
9:45 a.m.	WB	*Hendrick Hudson*, 247, SaOnly
10:07 a.m.	EB	*Bear Mountain*, 248, ExSaSu
10:45 a.m.	WB	*Adirondack*, 69
11:33 a.m.	EB	*Mohawk*, 280, ExSu / *Electric City Express*, 250 SuOnly
12:33 p.m.	EB	*Spuyten Duyvil*, 252, SuOnly
12:45 p.m.	WB	*Niagara Rainbow*, 283
1:50 p.m.	EB	*Lake Shore Limited*, 48
2:07 p.m.	EB	*Empire State Express*, 256/282
2:45 p.m.	WB	*Washington Irving*, 255, ExSaSu
3:45 p.m.	WB	*Empire State Express*, 259/287
4:18 p.m.	EB	*Niagara Rainbow*, 284
4:40 p.m.	WB	*Storm King*, 261, ExSa
5:10 p.m.	WB	*Palisades*, 263, FrOnly
5:32 p.m.	EB	*DeWitt Clinton*, 262, SuOnly
5:40 p.m.	WB	*Mohawk*, 289/265
6:32 p.m.	EB	*Hendrick Hudson*, 264
7:10 p,m.	WB	*Lake Shore Limited*, 49
8:03 p.m.	EB	*Adirondack*, 68
8:20 p.m.	WB	*Knickerbocker*, 271
9:18 p.m.	EB	*Maple Leaf*, 64
9:48 p.m.	EB	*Nieuw Amsterdam*, 266, FrOnly
10:45 p.m.	WB	*Sleepy Hollow*, 277, ExMoTuWe
11:22 p.m.	EB	*Water Level Express*, 286, FrSuOnly

EMPIRE CONNECTION

the heavyweight from Norfolk Southern in 1987.

Once aboard, the roughly 30 guests hoisted champagne toasts to Grand Central's loss — toasts similar to those raised earlier in the day aboard a similar private car. Lehigh Valley 353, for years that railroad's premier business car, made a GCT-Albany-GCT round trip (north on the *Maple Leaf*, south on the *Niagara Rainbow*) that also celebrated the end of a long tradition.

But the *Lake Shore Limited*, with *Blue Ridge* carrying the markers, was the very last of GCT's conventional trains with the cachet of sleepers and dining car to boot. Gathering speed in the Park Avenue Tunnel, it burst into the open at 97th Street, where a handful of the faithful waved and mourned. Through 125th Street Station rolled the *Lake Shore*, then across the Harlem River under the towering machinery of the 138th Street Bridge, past Yankee Stadium where the warm evening prophesied a baseball season just a few days away, along the Harlem to Spuyten Duyvil — and by CP 12, where from the next day forward No.49 and all the other Amtrakers would exit or enter the Empire Connection.

Finis.

With that departure, presumably, Grand Central has lost its long-distance passenger trains forever, but one never knows. After all, bringing Manhattan-bound passengers all the way down the Hudson to Midtown, as the Empire Connection does, is really just coming full circle, back to the original practice instituted by the Hudson River Railroad in 1849 — and not completely discontinued until the last suburban trains left that route in 1917. Forever is, after all, a long time. ⊂

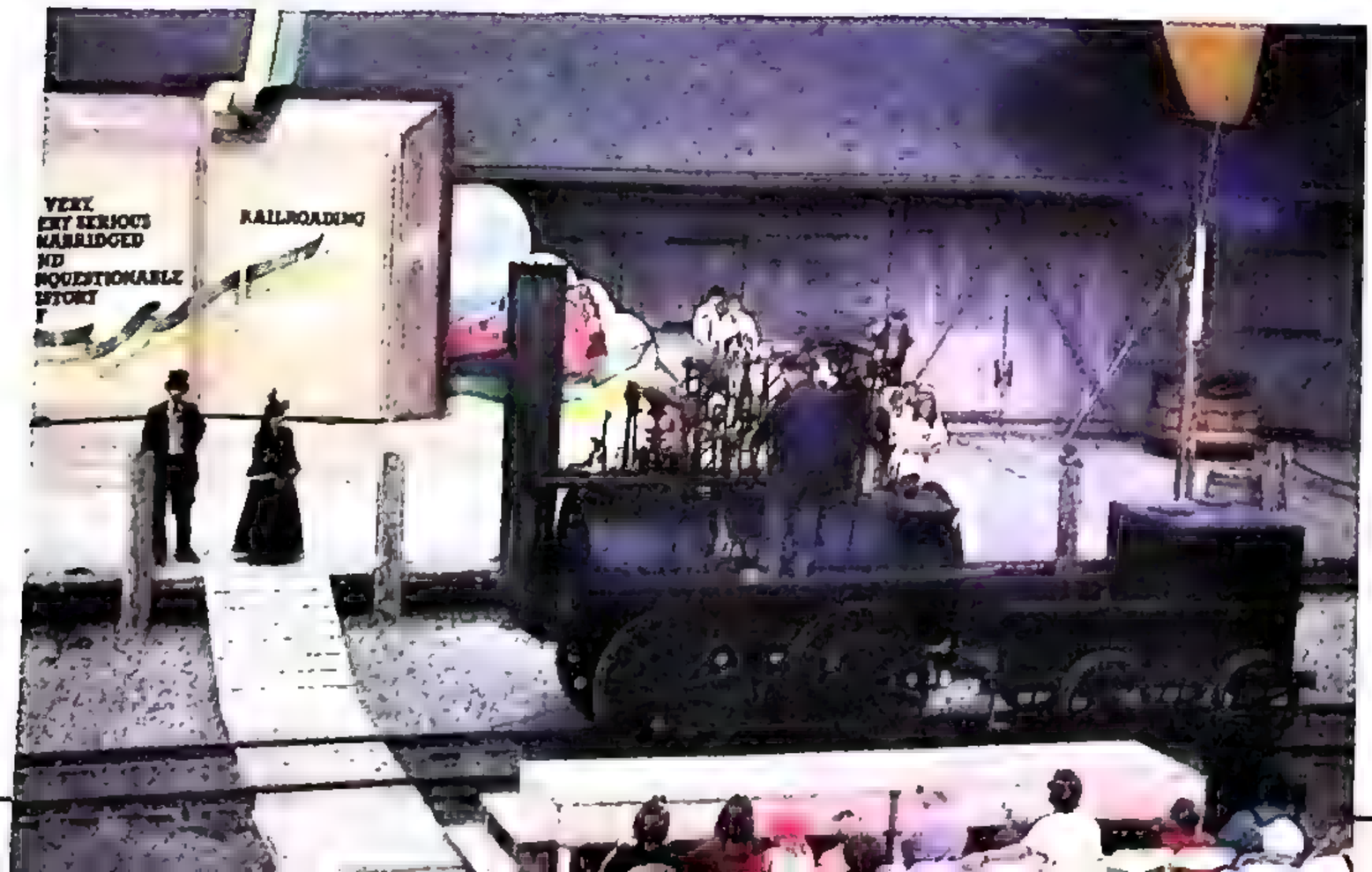
TWO PHOTOS KARL ZIMMERMANN / BELOW KODACOLOR / RIGHT KODACHROME

THE LAST TRAIN for Chicago out of Grand Central Terminal was the *Lake Shore Limited* on April 6, 1991, (left) with the private car *Blue Ridge* on the rear and the *20th Century Limited* red carpet rolled out. The next day, the westbound *Niagara Rainbow* behind an FL9 was photographed (above) from the George Washington Bridge after departing Penn Station.

KODACHROME: JIM BOYD and RICHARD STEINHEIMER

KODACHROME: STEVEN BLEDSOE

KODACHROME: MIKE DEL VECCHIO



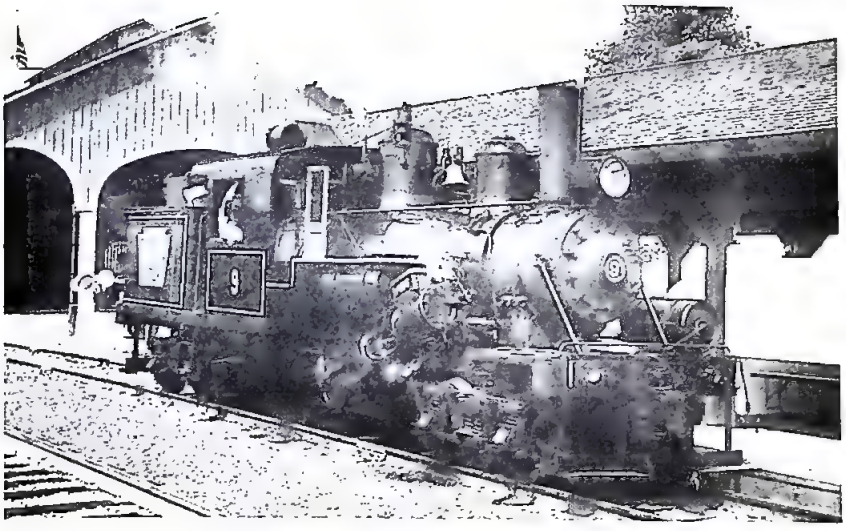
Sacramento:

Well, it's been a few weeks since the California State Railroad Museum's 10th Anniversary "Railfair '91" celebration. Over two dozen pieces of railway equipment, primarily steam locomotives, came to the Museum site in Sacramento for public display between May 4 and 14, 1991. This was definitely one of the most anticipated events of the decade, as not since the 1986 SteamEXPO at the Vancouver World's Fair had so many locomotives been together under steam in one place.

Now the dust has settled, all of the visiting locomotives and equipment have gone home and the videotape ads have begun to appear in the magazines. During an idle moment, I was looking through the black & white "proof" sheets of that intriguing time in California around Railfair and began to think back.

As our Railfair coverage in the August '91 R&R illustrated, the larger locomotives like Union Pacific 4-6-6-4 3985 and 4-8-4 844, Southern Pacific *Daylight* 4-8-4 4449 and newcomer SP 4-6-2 2472 were certainly the centerpieces. It seemed that wherever a per-

MIKE DEL VECCHIO



IT WAS THE NUMEROUS small steam locomotives and colorful diesels that added to the rich texture of Railfair '91. Making their first public appearances since restoration were the Hillcrest Lumber Climax No.9 **(above)** from the British Columbia Forest Museum in Duncan, B.C., and the Passumpsic Railroad's Phenix Marble Heisler brought in from Vermont. The Heisler, restored by the father and son team of Marvin and Jim Kendall, posed for Dick Steinheimer and Jim Boyd in a night photo **(left)** with the Nevada State Railroad Museum's elegant V&T 4-4-0 *Inyo*. The Santa Fe was smartly represented by the brand new Dash 8-40BW 554 **(opposite center)** and the matching warbonnet F-units from the CSRM collection. The most amazing contraption to watch in action was the aptly named *"Locomotion"* replica of Stockton & Darlington No.1 **(opposite bottom)** from England, which performed in the daily musical revue.

The Supporting Cast

by Mike Del Vecchio

son stood, one of them was always in view. While wandering through the crowds, though, it was the "supporting cast" of smaller locomotives that drew the most curiosity from me.

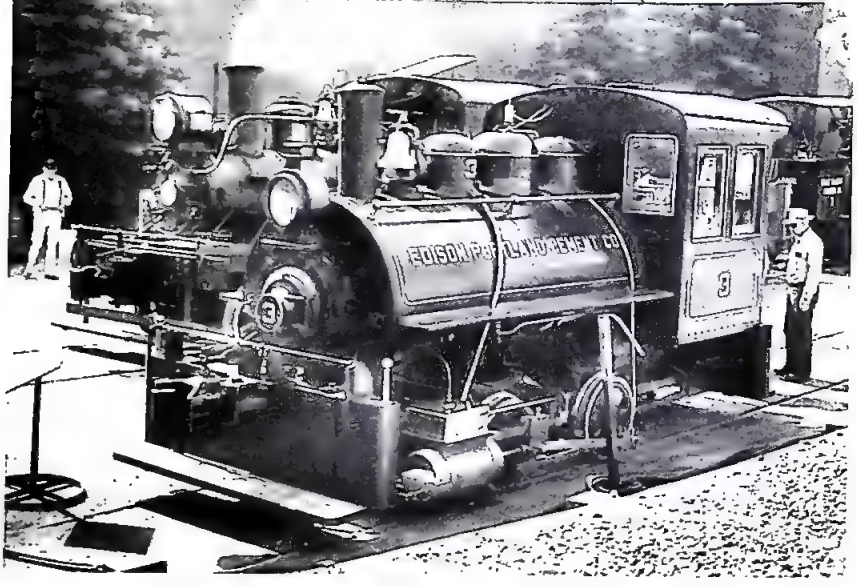
The visiting locomotives came in all shapes and drives. Railfair was the first time I was able to witness up close a Climax or a Heisler, in the form of Hillcrest No.9 and Phenix Marble Company No.1, respectively. The impressive Hillcrest Climax from the British Columbia Forest Museum in Duncan, B.C., was one of the first locomotives we encountered under steam on our first visit to the Railfair site. Boyd struck up a conversation with the engineer and was jabbering on about how good it was to see the engine "back again" after Railfair '81, when he realized that this was Hillcrest *9* and not Number 10, which had been at the Museum's opening celebration ten years ago. Hillcrest Climax No.10 was from the Mt. Rainier Scenic Railroad in Elbe, Washington. Not only was this not the same locomotive, it wasn't even from the same *country*! Of course, before going to their respective museums, both the 9 and 10 had come from the Hillcrest Lumber operation on Vancouver Island.

That little Heisler, however, had come from the other end of the continent, having been brought in from Barnet, Vermont. Standard gauge but weighing only 22 tons, it had been built in 1922 for the Phenix Marble Company of Phenix, Missouri, and ultimately sold in 1984 to Marvin Kendell of Vermont who gathered up its widely scattered parts and restored it to working condition. Although Kendell has some trackage and a fascinating collection of vintage freight cars on his property in Vermont — which he calls the Passumpsic Railroad — the Sacramento affair was the locomotive's first "public" appearance.

While I'd now added a Climax and Heisler to my geared locomotive encounters, what seemed to be the ultimate light-duty geared logging engine was Bear Harbor Lumber Company No.1, an 0-4-0-somethingorother known as a "Gypsy." The cylinders drive a flywheel and pinion gear which brings motion to the drivers. That pinion gear can be moved to drive a spool winch, which with a rope or cable can be used to hoist logs, making the locomotive also function as a "Donkey" engine. It's sort of a steam version of a winch-equipped 4×4 — built in 1892! Having attended both the opening of the California State Railroad Museum in 1981 and the 10th Anniversary in 1991, his amazing piece of machinery from the Northern Counties Logging Interpretive Association at Fort Humboldt in Eureka, Cal., is a real veteran of Sacramento celebrations.

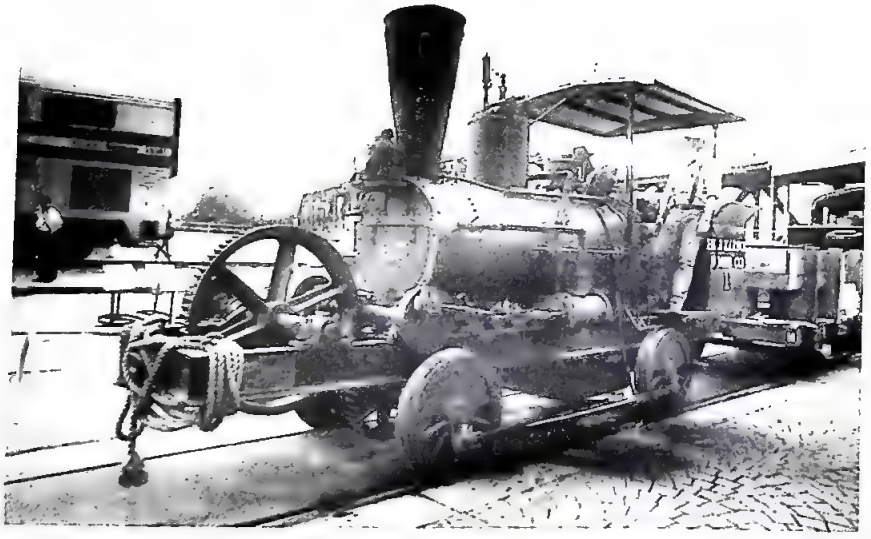
Probably the most interesting engine to watch in action was the *Locomotion*, a replica of England's Stockton & Darlington 0-4-0 No.1 which hauled the first passengers behind steam in 1825. This fascinating piece of ingenuity has two cylinders mounted vertically over the boiler, and motion is brought to the wheels through horizontal cross-arms connected to rods. The wheels are quartered front-to-rear, unlike conventional "rod engines" which are quartered from side-to-side. *Locomotion's* valves are connected by several smaller rods and arms. It was a real treat to watch this contraption operate — it looked like a kitten caught in a nest of wire coat hangers. The fireman rides on the tender, as there is no rear footplate behind the firebox, and the "driver" stands on the left side (British, of course) running board over the wheels while operating the "regulator" atop the boiler. I guess *Locomotion* qualifies as the world's first "Mother Hubbard" — a cabless Camelback.

The *Locomotion* was being used in the musical pageant for the first few days of Railfair as a stand-in for the Baltimore & Ohio *Tom Thumb* replica, which along with the replica of the 4-2-0 *Lafayette* was rambling across the country on a flatcar after being "lost" in the Chicago terminal district and having been battered by Kansas tornadoes. Both of the artifacts from the B&O Museum in Baltimore finally arrived in Sacramento on a Union Pacific freight train headed up by the "Desert Storm" camouflaged SD40-2 3593 on Friday, May 3. The Desert Storm unit was available for display, as well, but rather than add it to the already-overcrowded Railfair trackage, the UP kept the unit assigned in the former



MIKE DEL VECCHIO

A SURPRISE AT RAILFAIR was a rare New Jersey locomotive from Thomas Edison's cement mill at New Village. The tiny 0-4-0T No.3 (above), which did operate under steam, is owned by Louis Chiaramonte of San Jose. A truly unusual geared locomotive is the "Gypsy" (below) from the Northern Counties Logging Interpretive Association in Eureka, California. The flywheel-driven pinion gear can be connected to either the driving wheels or the winch. Intended for far more regal duties was the Highland Railways *Dunrobin* (bottom left) from Scotland, which was personal transportation for the Fourth Duke of Sutherland and now owned by Canada's Province of British Columbia. Steaming for the first time since starring as the Civil War locomotive *Yonah* in Walt Disney's 1955 production of "The Great Locomotive Chase" was the replica Norris 4-2-0 *Lafayette* (bottom right) from the B&O Museum in Baltimore, which was accompanied by the B&O's replica *Tom Thumb*.



MIKE DEL VECCHIO

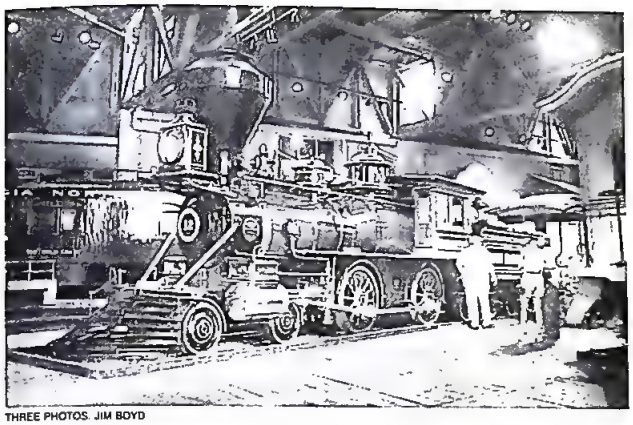
Western Pacific between Salt Lake City and Oakland during the week of Railfair where it could be photographed in regular freight service.

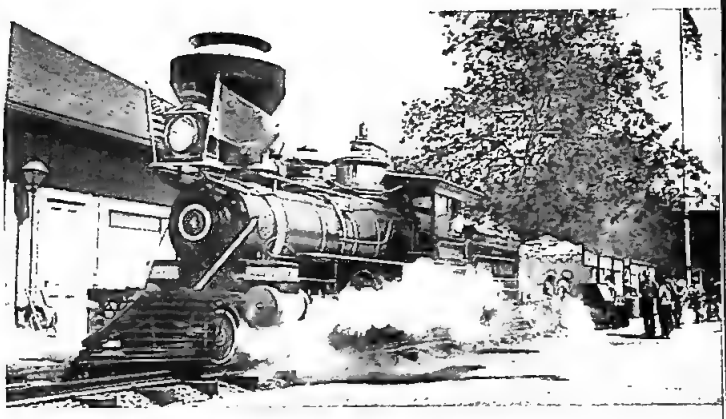
Thus, the only "modern" diesel at Railfair was the Santa Fe Dash 8-40BW 554, which was an appropriate counterpoint to the Museum's warbonnet F-units which were displayed nearby. In a bit of humor that was lost on those not familiar with ancient Alcos, Boyd kept pointing to the carbody doors on the big GE (that were kept open to display its innards for the crowd) and observing, "See those open doors, a diesel like that is called an RS1."

While steam was definitely king at Railfair, diesels played their part, with displayed units including the Museum's Santa Fe A-B set, Western Pacific F7A 913 and Southern Pacific Baldwin DRS6-6-1500 5206. The three visiting diesel dignitaries were the EMC FT 103 demonstrator set, the Union Pacific DDA40X 6936 and a Wisconsin & Southern E-unit. Somewhere between the steam and diesel was the popular little Santa Maria Valley Railbus No.9, built by Fairmont in 1932 with a Ford Model A engine. It was brought to Railfair by the Pacific Southwest Railway Museum Association of San Diego.

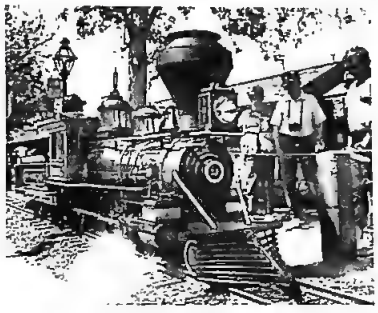
In addition to the replica *Locomotion* from the Locomotion Trust of Beamish, England, from the National Railway Museum in York, England, came Great Northern Railway 1247 — a familiar-sounding name for a distinctly different-looking 0-6-0T. Built in Scotland in 1899, the Ivatt tank engine confirmed its apparent lack of cylinders by making absolutely no noise as it moved

TWO PHOTOS JIM BOYD





THREE PHOTOS: JIM BOYD



THREE CLASSIC NARROW GAUGE 4-4-0s were at Railfair, and two were under steam. Daniel Markoff's magnificent Eureka & Palisade No.4 (above) made its public debut after being restored following fire damage. A nearly identical sister engine, the North Pacific Coast *Sonoma*, is prominently displayed in the main Museum hall (top left) but was also running outdoors in the form of Frank Allen's 5″=1′ live steam model (left), which operated on the Redwood Valley's 15-inch gauge track alongside the Railfair display area.

about the grounds (the cylinders are "inside connected" and hidden beneath the smokebox, of course). The 1247 is the oldest original locomotive in York's renowned collection.

Another product of Scotland under steam at Railfair was Highland Railway No.397, the 0-4-4T *Dunrobin*. This 1895 beauty was built as personal transportation for the fourth Duke of Sutherland and lasted until the nationalization of the British railway system in 1949. Purchased by a Canadian, the *Dunrobin* came to North America and is now the property of the Province of British Columbia and operated at Fort Steele Heritage Town near Cranbrook.

And I was very surprised to discover a local New Jersey engine at Railfair: Edison Portland Cement 0-4-0 No.3. A dachshund of an 0-4-0T with wheels barely large enough to touch the rail (27 inches), this 1923 Vulcan locomotive worked at Thomas Edison's cement mill at New Village, located on the Lackawanna Railroad a few miles west of Washington, N.J., on the line to Phillipsburg. Virtually no photos exist of the equipment Edison used at his extensive cement and quarrying operations throughout northern New Jersey. Edison No.3 operated during the first days of Railfair, and it was displayed by its owner, Louis Chiaramonte, who keeps it at his Christmas tree farm in Clarksburg, California. I wonder if No.3's 27-inch drivers are the smallest ever applied to a standard gauge steam locomotive? (Those 27-inch drivers are smaller than diesel locomotive wheels.)

New Jersey also played an important part in other California railroad history, such as Sierra 4-6-0 No.3, which was built in 1891 by the Rogers Locomotive Works of Paterson, N.J. That famous movie locomotive was one of the more significant appearances at Railfair, because in spite of its wide-ranging fame on film and television, this was No.3's first venture off of home rails in 91 years! Coincidentally, No.3's last trip off the Sierra was a 1900 jaunt to Sacramento for repairs. And the purists will note that the locomotive is properly lettered for the earlier Sierra Rail*way*, rather than today's Sierra Rail*road*.

If the Sierra No.3 has any equal as a movie star, it could be the Virginia & Truckee 4-4-0 *Inyo*, which had been sold in 1937 to Paramount Pictures. Now the property of the Nevada State Railroad Museum, this Victorian classic, built by Baldwin in 1875, has been restored to her authentic 1893 V&T appearance.

One of the more remarkable three-way "coincidences" of Railfair involved a trio of narrow gauge 4-4-0s of the same vintage as the *Inyo*. One of the prize exhibits inside the Museum is the North Pacific Coast No.12, *Sonoma*, built by Baldwin in March 1876 and a superbly proportioned wood-burning classic of its era. Making its public debut at Railfair on a freshly laid stretch of three-foot-gauge track was the Eureka & Palisade 4-4-0 No.4, *Eureka*. Nearly identical to the *Sonoma*, the *Eureka* was built by Baldwin in July 1875 with the same 12″×16″ cylinders, 42-inch drivers and 29,000-pound weight on drivers. The *Eureka* is overall three tons heavier than the *Sonoma* and carries ten pounds less than the *Sonoma*'s 135 p.s.i. boiler pressure. In appearance, however, they are strikingly similar. Daniel Markoff of Las Vegas bought the fire-damaged *Eureka* in 1986 and has put many long and loving hours into its restoration. While the *Sonoma* rested contently in the Museum's main display hall, the *Eureka* was steaming back and forth outside.

Oh, yes, about that "three-way" coincidence. Within sight of the *Eureka*, another narrow gauge 4-4-0 was steaming back and forth on a freshly laid stretch of track. This was the 15-inch gauge railroad used by the Redwood Live Steamers, and on it (along with a Shay and 4-6-0) was a 5″=1′ operating model of the *Sonoma*, built by Frank Allen. So a *Sonoma* was, indeed, operating under steam for Railfair.

And that *Sonoma* was not the only live steam replica of other Railfair locomotives. Although not under steam because of the absence of available track was the 1-inch-scale "body double" Southern Pacific 4449 used for the plowing off the end of track sequence in the movie "Tough Guys." It shared the tent with a similar-scaled live steam version of Union Pacific 4-8-4 844. In addition to the full scale locomotives, Railfair had extensive displays of other live steam models, including an SP Cab-

JIM BOYD

THE SACRAMENTO SOUTHERN operation on the trackage south of the museum provided the only public train rides at Railfair itself. Motive power was UP 0-6-0 4466, which was on cold display in 1981. The SP 0-6-0 1269, which was live in 1981, was posed dead with a freight consist to "meet" the 4466 on each trip.

Forward, and the upper floor of the Museum exhibit hall had a wide variety of operating model railroads of all gauges.

Incidentally, that line between live steam model and full size "real" locomotives was a fine one, for the 15-inch-gauge track used by the live steamers and the 18-inch track used by the British quarry 0-4-0T *Gwen* was less than the width of your hand! The John Knowles Company *Gwen*, built by Hunslet of Leeds in 1920, was the last 18-inch-gauge industrial locomotive commercially built in the United Kingdom. It worked the clay pits until 1957 and was sold to a collector in America. It is now owned and operated by Richard and Patty Farmer of Northridge, California.

That line between "model" and "prototype" was crossed in the other direction by the members of the Imperial County Historical Society, who used Railfair to debut their 0-4-0T&T 151 from the Imperial Irrigation District. As we illustrated last month, this extensively modified "dockside" tank engine was temporarily lettered "VARNEY" in honor of the manufacturer of the 1950s-vintage HO scale model that had made the wheel arrangement famous.

However, the 151 may be long remembered at Sacramento as the "tender that brought its engine," because among students of California railroading, the tender behind the 151 was of more historical significance than the locomotive, being an 1880s-vintage slopeback gem from the Southern Pacific. Invited into the cab of the 151 as it simmered on the turntable, Boyd commented, "This is quite a little bucket."

"Yeah," came the reply. "But it's our little bucket — and it *runs*!"

One of the Museum's own locomotives, Union Pacific 0-6-0 4466, did some of the switching of rolling stock and inoperable locomotives throughout the fair, and it handled regularly scheduled passenger excursions on the Sacramento Southern, using a 3½-mile stretch of Museum-owned trackage south of the Museum grounds. At one point during the first days at Railfair, the somewhat hungry 4466 was blocked from either of the coal piles by other equipment and was about to lose its fire. However, two nearby wood-burning locomotives offered some cordwood to keep the 0-6-0 going. Lumbering along with two Amtrak Superliners in tow, 4466 did bark a bit as it cleared its own way to the nearest coal pile.

And if you think that a wood-burning 0-6-0 switching Superliners is a strange sight in 1991, you should have been there when Union Pacific 3985 was pressed into switching duty. The huge Challenger simply coupled onto everything in its way and set about distributing Superliners and 4-8-4s into their proper places like a workaday yard job. No sweat.

Even dead locomotives managed to get into the act at Railfair. The Union Pacific brought in its 101-year-old Ten-Wheeler 1243 on its display flatcar, but as the Museum site began to get crowded, the dead 4-6-0 was one of the first pieces to give up its track space. They found the perfect display spot, however, by spotting it on a girder bridge over the nearby Interstate 5 — the girders hid the flatcar and presented the locomotive like a billboard.

The need for track space resulted in the SP Baldwin diesel being moved inside and the Museum's Northwestern Pacific 4-6-0 being displayed outdoors. And the SP 0-6-0 1269, that had been under steam as the "host" locomotive in 1981 but now out of service, was spotted at the head end of a mixed train on the Sacramento Southern, presenting a "meet" with the UP 0-6-0 on every tourist trip it made down the line.

So, how did Railfair 1991 compare to SteamEXPO, you ask? At the Vancouver SteamEXPO in 1986, 17 steam locomotives ran under their own power. The total operating at Railfair came to 19 steam locomotives. Amazingly, the two events drew from essentially different collections, as there were only three locomotives common to both (UP 0-6-0 4466, the V&T 4-4-0 *Inyo* and Fort Steele's Scottish 0-4-4T *Dunrobin*).

For the original Sacramento Railfair in 1981, nine engines were under steam, including the UP 3985 and 8444, SP 4449, B&O *Tom Thumb* and Bear Harbor "Gypsy" which made repeat performances in 1991. The other engines at Railfair '81 were the replica *Rocket* from England, Short Line Enterprises D&R 4-4-0 No.8, Hillcrest Climax No.10 and the Museum's SP 0-6-0 1269.

Throughout the ten days of Railfair '91, a total of 182,000 people walked through the gate, and the California State Railroad Museum is calling the event an unqualified success.

With headliners like the 4449, 2472, 3985 and 844 and a strong supporting cast, this show of 19 locomotives under steam will be a tough act to follow. But there's always Railfair 2001.

Railfanning is:

Hearing the whistle of Santa Fe 4-8-4 3751 from 3000 miles away over the telephone while talking from New Jersey to the San Bernardino Railroad Historical Society shop at Fontana, California, at 5:00 p.m. EDT on June 25, 1991, just after they had brought the locomotive to full pressure and lifted the pops for the first time.

RAIL FAIR

Tracking the Green Machine

by George W. Hamlin

KODACHROMES GEORGE W HAMLIN, EXCEPT AS NOTED

Shortly after moving to the Atlanta area in early 1981, I saw it one afternoon . . . unexpectedly. Sure, I had read that an outfit named Shamrock Coal had ordered eight SD40-2s (9950-9957, built to L&N specs and delivered in November 1979) to pull its unit coal trains and had emblazoned the name of the extinct Oneida & Western on their sides, but I had no idea where they operated — and had no expectation of seeing them in service.

Now, viewing an entire coal train, from locomotives to bay window caboose, done up in two-tone green, is a bit startling, particularly when you're not expecting it. Soon thereafter, however, I learned that its presence in the Atlanta area was not at all unusual, and, that (apologies to BN fans) it had a nickname among railroad operating personnel: "Green Machine."

Actually, it would be more correct to say that *they* had a nickname, as there were two sets of equipment and two destinations for the coal which they carried. Loads originated on L&N branches and were assembled into unit trains in Corbin, Kentucky; from there, they moved south to Atlanta via Knoxville and Etowah, Tennessee.

At the Georgia capital, they turned east on either the Georgia Road or the Abbeville Subdivision of the SCL, the former Seaboard Air Line main to the northeast. Destination was one of two South Carolina power plants. "North Waterees" went to a facility on their namesake river between Columbia and Sumter, while "Middletons" ended up near Charleston.

Needless to say, the colorful consists were a favorite of local railfan photographers. Naturally, I joined the hunt, the object being to lens these exotic creatures an many times as possible.

As we all know, however, freight trains, at least most of them, don't adhere closely to a published schedule. That didn't mean that you wouldn't *see* the O&Ws, only that they would appear at inopportune times such as when you were at work with no camera (tantalizingly, the L&N formed the western

GEORGE HAMLIN'S pursuit of the "Green Machine" coal trains through Atlanta began with this encounter on September 28, 1985, as the O&W 9955 and 9952, with black SCL SD45-2 2055, eased into a siding at Emerson on the old NC&StL. His last encounter was with the Middleton train (above) north of Elizabeth on the L&N on April 25, 1987.

ON THE ABBEVILLE SUBDIVISION on April 10, 1986, the 9956/9955/9957 had a "North Wateree" headed east up the old SAL main line out of Atlanta. On April 12, 1987, the 9955/9950 were tied up at Atlanta's Tilford Yard (below) with CSX power.

boundary of our facility) or during periods of inclement weather on weekends.

Timing wasn't always the best, either. An early call to a railroad source would elicit the information that there was an O&W on the move this beautiful morning, but it was headed up the K&A (the L&N's Knoxville-Atlanta line north of Cartersville, Georgia) rapidly, with a 20-mile lead. Other fans seemed to have little trouble finding them in obvious locations like Tilford Yard, but their luck wasn't mine.

Why, I even saw one fellow's shots of a meet between the two sets at the south end of Tilford. Meets did occur not infrequently in our area, but I never managed to be in attendance. In another more unusual happening, both sets of empties proceeded north one after the other on, of course, a workday.

Eventually, the elusive quarry graced my viewfinder, but not on a planned basis. Returning home from a successful day on the now Seaboard System, I observed a green hopper passing through the trees in the distance at Acworth, Georgia, and managed to beat the train to the siding at Emerson. At last — success!

The next useful encounter was several months later. A call had obtained the information that a southbound O&W was within reach, although the morning rush hour would have to be contended with. The chase down Atlanta Road paralleling the tracks through Smyrna had yielded the frustration of a series of yellow blocks. Could I catch up in time?

Finally, I sighted the distinctive bathtub hoppers passing under the bridge at Tilford. A quick trip to Howell Tower found another move holding it up. As the first train cleared, here it came, beautiful morning light and all. Or rather, there it went.

Thinking that this trip was a Middleton, to be routed via the Georgia Road, I was not prepared for the turn the train made — north toward Howell Yard and the Abbeville Subdivision, a line with

which I was not that familiar — and one which offers few clear shots leaving the downtown area.

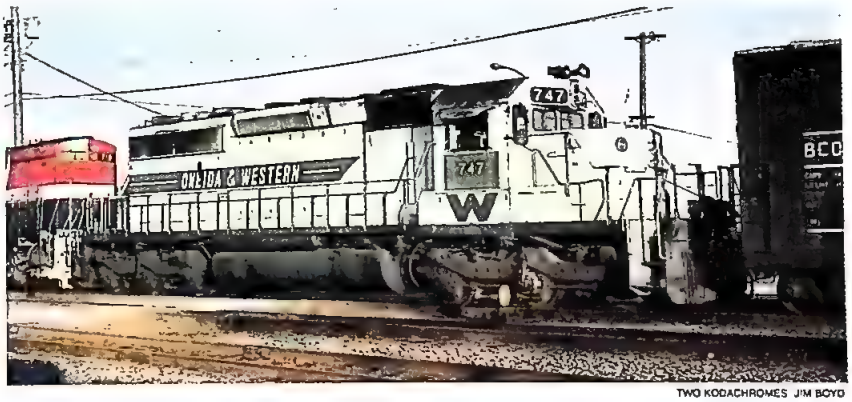
Fortunately, Atlanta's growth has had the effect of opening up new shots on occasion. A recently developed office/industrial park just west of Interstate 75 proved to be an excellent place for a photo at that time of day.

Oddly enough, the beasts' shyness seemed to wear off after this encounter. The following winter, one actually posed standing still on the Georgia Road east of downtown one afternoon; other opportunities occurred with reasonable frequency, as well.

As often happens, good things like this don't last, however. The last time I saw an O&W was on April 25, 1987, a four-unit consist pulling hard up the grade into Elizabeth, north of Marietta on the L&N. Shortly thereafter, the green units disappeared, to turn up eventually on the British Columbia Railway. (In June 1987 the O&W 9950-9957 were sold to the BCR and became their 743-750, where they remain today.)

Well, it was nice while it lasted. You still can see Middletons and North Waterees with the O&W hoppers, but it's not really the Green Machine any more, especially with one of CSX's "smorgasbord" lashups on the point. *Sic Transit Gloria Mundi.* At least we have the slides.

THE ONEIDA & WESTERN hoppers still run on the coal trains through Atlanta, but in June 1987 the eight O&W SD40-2s were purchased by the British Columbia Railway. The renumbered 747 was at North Vancouver and 744 was southbound at Britannia Beach in May 1988. By now the 743-750 have all been repainted BC Rail colors.



TWO KODACHROMES JIM BOYD

TWO KODACHROMES JIM BOYD

Edaville at Night

For as long as most of us can remember, the Edaville Railroad in South Carver, Massachusetts, has been holding an annual Railfan Weekend with passenger, freight and mixed train operation on its 5½-mile loop of two-foot-gauge track through the cranberry bogs. In 1991, the event was held on June 15-16, featuring extensive operation with ex-Bridgton & Harrison 2-4-4Ts 7 and 8 and cameo appearances by ex-Monson 0-4-4Ts 3 and 4 (the latter two handle most of the regular season tourist trains).

On Saturday evening, the railroad invited the R&R staff and a handful of others, including videographer Marc Balkin, to conduct a night photo session. Posed behind the shop were the 4, 7 and 8, and they were illuminated by flashbulbs and Marc's video lights. The scene was like a Philip Ronfor painting come to life. For important news about Edaville, see MARKERS — J.B.

KODACHROME MIKE DEL VECCHIO

Markers

BY JIM BOYD

JIM BOYD

A FREIGHT TRAIN behind ex-Bridgton & Harrison 2-4-4T No.8 was one of the highlights of the 1991 Railfan Weekend at Edaville on June 15. The two-foot gauge 1924 Baldwin put out some impressive stack talk as it climbed the short hill at the north edge of the 5½-mile main line loop.

Last Year for Edaville?

While attending the Edaville Railfan Weekend on June 15-16, 1991, we were talking with its president, George Bartholomew, who advised us that, "Unless a buyer can be found, this will be the last year of operation for the Edaville Railroad at South Carver." With numerous short line railroads also in his corporate family requiring management time and money, Bartholomew has decided to sell the Edaville to someone who can give it the proper attention and financial resources.

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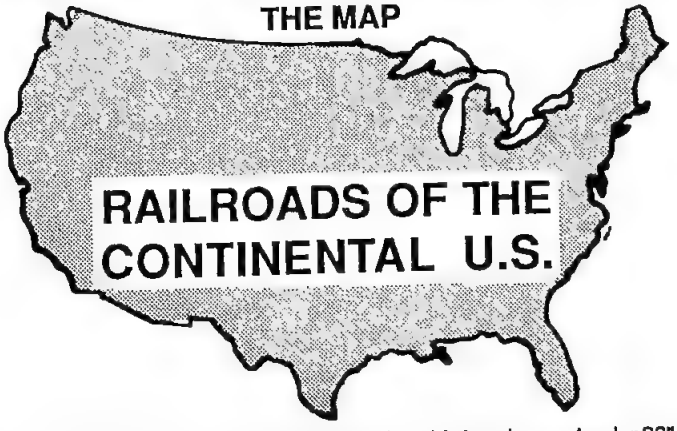

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CONDUCTOR HATS - summer or winter style, black with gold stripes, $27.95, state exact size, style Union Pacific Brakeman, very elaborate nickelsilver reproduction hat badge $15.95. Conductor Hat Badge, gold plated block letters, $15.95; Engineer Hat Badge nickel plated block letters, $15.95; Boston & Maine Ticket Punch, assorted used punches marked B&M, $18.95; Ticket Punch Holster, black with strap, $13.95; Autotrain Playing Cards, original double deck in plastic case, $13.95. Boston & Maine Trainman hat badge, nickel plated, black letters, mint condition, $25.00. MABSTOA (Manhattan and Bronx Surface Transportation Operating Authority) Operator Hat badge, nickel and green $25.00. Yorkis Railway Supplies, 24 Kimberly, Medway, MA 02053. 991

NEW! CUSTOM CHROME LICENSE PLATE FRAMES: Now available; Susquehanna, Conrial, Erie, Union Pacific, Santa Fe. All feature RR name and "Railfan On Board" slogan. Only $9.95 includes shipping. NJ residents add 49¢ sales tax. Send check or money order to: Railfan Specialists, PO Box 8444, Saddle Brook, NJ 07662. Satisfaction Guaranteed! 991

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ATSF #3751 & CALIFORNIA LTD. Memorabilia. Support operation and restoration of #3751. Send SSAE for catalog list of official T-shirts, hats, pins, mugs, etc. to: #3751-Railfair '91, 2490 E. Colorado Blvd., Pasadena, CA 91107. 192

RAILROAD PHOTOS & SLIDES

COLLECTOR WISHES to trade 35mm roster shots of Conrail locomotives. All paint schemes. Write/call Joe VanHoorebeke, 3 Berkeley Heights Park, Bloomfield, NJ 07003-4803. 1-201-743-7018. 1191

NORTH SHORE LINE slides. Early sets acclaimed - later sets great! Creative original photography by trainman John Horachek. Each set is available only for a limited time from Shore Line Interurban Historical Society, Box 346, Chicago, IL 60690. Send now for information on current offerings. 1191

INTERURBAN MEMORIES photo-album set. From original black and white negatives, professionally printed. From late 40's early 50's midwest region, freight and passenger scenes. 24 4X6 prints and album, $25.00 postpaid. Jon Schaub, PO Box 2068, Hillside Manor Branch, New Hyde Park, NY 11040. 1191

ORIGINAL KODACHROMES, A&BB, D&SNG, OHCR, W&LE. List, two samples, $2.25 to: Smith, 246 Middlefield, Akron, OH 44312. 991

BLEDSOE RAIL SLIDES: 60 different high quality 35mm slide sets. Starter Preview set of 20 slides $5.00. Catalog and samples free. PO Box 377RF, Crowley, TX 76036-0377. 192

PHOTOS & SLIDES - This is our fourth catalog of slides and color prints of more than 1,500 views of all major railroads, Short Line, industrials, freight cars, piggy-back trailors and maintenance of lay equipment. Send $3.50 ($5.50 overseas) for our 28 page catalog and one 3" X 5" photo. Rail Photos Unlimited, PO Box 2306, Joliet, IL 60434. 10TF

QUALITY DUPLICATE 35mm color railroad slide sets 1940-60's era, following sets available I.C. diesel/steam, UP steam, CB&Q, AT&SF diesel/passenger, SOO steam/diesel, BN, Shortlines, GM&O, NH steam, CRI&P, SP, Daylight, EL, NYC diesel/steam, C&NW diesel/steam. 1960's caboose, GN, NP, car ferries, N&W steam. SSAE for list. Starosta, 4957 South 81st, Greenfield, WI 53220-4215. 1091

PHOTOGRAPHY TRAIN ENTHUSIASTS — Submit your best reproduction quality 35 mm color slides and transparencies for selection in the 1992 "Amtrak's America" Travel Planner. We are currently reviewing scenic images from across America featuring Amtrak trains. All materials will be returned. For further details contact: E. James White Company, Olivia Curtis, Production Manager, 151 Spring Street, #300, Herndon, VA 22070. 703-318-8000. 1091

FREIGHT CAR PHOTO catalog, listing over 2000 B&W photos including cabooses, MofW cars. 46 pages $5.00 postpaid. McCarter Photos, Box 1569, Camp Verde, AZ 86322-1569. Established 1939. 1091

thentic Maine two-foot gauge railroad equipment, including four serviceable steam locomotives and an extensive fleet of rolling stock. Fully aware of his responsibility for this historic trust, Bartholomew will carefully examine all offers and notes that, "Money alone will not be the determining factor. I want to be sure that the collection remains intact and in the hands of someone who will respect and care for it."

While he already has solid offers from people wanting to buy and move the equipment elsewhere, he would be inclined to favor an offer that would keep the railroad at its present location. More announcements will be made as the matter develops further, but if you want to see the Edaville as the late Ellis Atwood created it in 1947, be sure to schedule a trip to South Carver before January 5, 1992, when the present owners plan to terminate operation.

The Edaville operates steam passenger trains daily 10:00 a.m. to 5:30 p.m. through Labor Day, and then weekends and holidays on the same schedule through October 20 with diesels on weekdays. Between November 1 and January 5, they will run weekends and holidays (except Thanksgiving and Christmas days) from 2:00 to 9:00 p.m. with illuminated trackside holiday displays. Adult admission is $12.50 and kids $7.50.

As a special treat for their loyal supporters, another Railfan Weekend one-day event is tentatively scheduled for September 28, 1991. Watch TIMETABLE for confirmation, and we'll keep you posted in RAILNEWS on developments regarding the Edaville's future.

next month in RAILFAN & RAILROAD

● **THE WEST SIDE FREIGHT LINE:** Bob Hart visited the elevated and electrified New York Central West Side Freight Line in New York City in the early 1960s and captured the action with freight motors and diesels.

OCTOBER 1991 ISSUE ON SALE SEPTEMBER 1

The 1991 Cover One Contest

This is the fourth year for our popular reader-participation photography contest. Last year we narrowed the subject matter to a fall color theme, but for 1991 the contest is wide open to any and all railroad photos. As always, though, the main criteria for the Cover One Contest is that the photo must be suitable for use in a vertical format as a "full bleed" front cover with space at the top for the R&R name banner and at the lower left corner for the UPC pricing code. For examples of good full bleed vertical covers, look back at the Cover One winners in the December 1990 issue, or check the more recent covers on the January and June 1991 issues.

This year's First Place winner will be featured on the December 1991 front cover, and the Second Place winner and a selection of Runners-Up will be published in a special Cover One section inside. We will offer cash prizes of $200 for First Place, $100 for Second Place and $50 each for the Runners-Up. All contest entries must be in our hands by September 4, 1991.

You may enter color transparencies of any size (35mm, 2¼ or 4×5) or *glossy* color prints of 8″×10″ size or larger. The color prints

ORIGINAL KODACHROMES NYCTA, LIRR, SIRTOA, Metro-North, NJT, SEPTA, quality original B&W 2¼X2¼ negs NYCTA, PTC, 1960's, on approval, custom-printed B&W 8X10's, 5X7's from large collection, steam, diesel, traction, state wants, SSAE for list. Hal Smith, Box 3510, Ridgewood, NY 11386. 991

VINTAGE RAIL SLIDES - US and Canadian steam, diesel and electric slide sets; many "fallen-flag" roads. Milwaukee Road diesel postcard set, 20 postcards, $4.00 ppd. Send three stamps for catalog and sample slide. Golden Spike Productions, Box 279, Dahlonega, GA 30533. 1291

WANTED - ORIGINAL negatives, slides, movies, transfers, tickets, other items of Scranton Transit Co. or predessors. Charles Wrobleski, 206 Green St., Clark's Green, PA 18411. 991

QUALITY DUPLICATE COLOR SLIDES. Twenty action slides per set, $10.00. Sets include Amtrak Heritage, BN, CB&Q/C&S, FW&D, Milwaukee, Mopac, OK&T, SP and UP, two or more sets of AT&SF, CRI&P, D&RGW, Frisco, Kay and KCS. List and sample $1.00. Trackside Slides, Dpet. RF, 245 SE Robin Road, Bartlesville, OK 74006-2120. 1291

AUTHENTIC TWO-COLOR reproduction M&StL notepads (25 sheets each). $2.00 postpaid. R. Green, 11305 Ivanhoe Drive, El Paso, TX 79936. 1291

RAILROAD VIDEOS

EISENBAHN KURIER VIDEO now available in the N.T.S.C. - VHS format for use in the U.S.A. and Canada. The best in professionally made international video. German narration only. Send LSSAE for free brochure. Green board Railroadiana, Dept. R, JFK Airport Station, PO Box 30451, Jamaica, NY 11430-9991. 991

1991 TWO-HOUR VIDEO, BN Railroad-Crawford, Nebraska highlights: Extensive footage on horseshoe curve. Shots taken in extreme weather-storms, fog, etc. Great action, breath taking scenery. Massive horsepower maneuvering. Crawford Hill is a must see! George Redmond, 310 E. 10th St., Centralia, IL 62801. 991

SOUTHERN TIER TAPE 7 D&H lightning stripes - Oneonta. Six unit NYS&W train thru the beautiful Canisteo River Valley. Exclusive: Chase the first CP-D&H train from tunnel, NY to Nicholson Viaduct. Conrail action, excellent pacing, very well done, VHS 2 hours, $35.00. John Wilcox, 809 N. Cayuga St., Ithica, NY 14850. 607-272-2787. 991

BLEDSOE RAIL VIDIOS: New "Across America Trackside Action 1990" VHS, professional quality tape, $33.00. PO Box 377RF, Crowley, TX 76036-0377. 192

NARROW GAUGE IN THE HEARTLAND VHS or Beta video of the Midwest Central Railroad. Tape includes 60 minutes of history, operation and full color action. See 80 ton Westside Shay #9, Surrey, Sussex & Southampton #6, our 100 year old Baldwin and other colorful 3 foot gauge equipment, all in operation. $33.00 includes UPS delivery. Midwest Central Railroad, Box 102-R, Mount Pleasant, IA 52641. 991

RAILROAD VIDEO RENTALS: Practical, inexpensive, 600 titles. Information and complete video list 50¢. Clear Signal Video, Box 418-R, Sharpsburg, MD 21782. 9TF

NEW! CONRAIL in the Berkshire Hills, Massachusetts Winter scenery, 1990-91, 60 minutes, VHS only. $26.95 postpaid. John Bazan, 51 Preston Ave., Pittsfield, MA 01201. 1291

WARBONNETS OVER TEHACHAPI, 57 minutes of Santa Fe's FP-45's, GP60M's, and 8-40BW's from Edison over Tehachapi to Mojave. VHS or Beta $25.00. Take One Video, 1037 Cherry Lane, Tehachapi, CA 93561. 991

"SHORT LINE SPECIALS", Two hour video featuring: Chinese #1647 on Providence & Worcester passing submarines, tunnels, closeups of immaculate running gear; #1278 & #76, Gettysburg to Mt. Holly; Wilmington & Western #37 on Octoraro; BM&R #425 on Perkiomen branch; #765 with Amtrak; NYSW #3632, #3636, #3638, #3000. Briefly: #1218, #31, CR-E8's, #90, #611 audio. Specify VHS or 8mm. Mailed priority, only $16.75. MenkelSounds,Box 195C, Rutherford, NJ 07070-1951. 1191

NW, NS COAL TRAINS, Hopper trains, CNO-2's, Hot Shots, Mainline and Yard, Crewe, VA. Many scenes pre-1988 with cabooses. One hour, VHS only. $19.95 plus $2.00 mailing. NW sales, Box 1945, Washington, NC 27889. 1191

NORFOLK SOUTHERN, Virginia Dvision, Route 460, Suffolk to Crewe. Fast pace action, 1991. VHS only. One Hour $19.95 plus $2.00 mailing. NW Sales, Box 1945, Washington, NC 27889. 1191

DISCOUNTED VIDEOS. Western standard and narrow gauge. Large selection, catalog 75¢. Art Ink Railroad Videos, 1011R Kingsley, Colorado Springs, CO 80909-4105. 1191

WANTED

WANTED: Southern Pacific 982 (EX SP 3651) BLW 52053 2-10-2. Any information, pictures, drawings; any SP class F-1 drawings. Starting operating restoration. Greg Radler, 15603 Gulf Freeway #707, Webster, TX 77598-3835. 713-484-0735. 1091

WANTED: ICC accident and locomotive boiler inspection reports, any quantity. K. Smith, 758RF Maple, Fostoria, OH 44830-2015. 1291

WANTED: Railroad books, paper items and railroadiana. Steve Botan, 19822 Lexington, Huntington Beach, CA 92646. 714-962-1126. 392

WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 292

WANTED: NYC HUDSON division ett, photos, track layouts and other pertinent documents and information for developing history. Jack Shufelt, 2401 Golden Shore Dr., Fenton, MI 48423-1058. 1191

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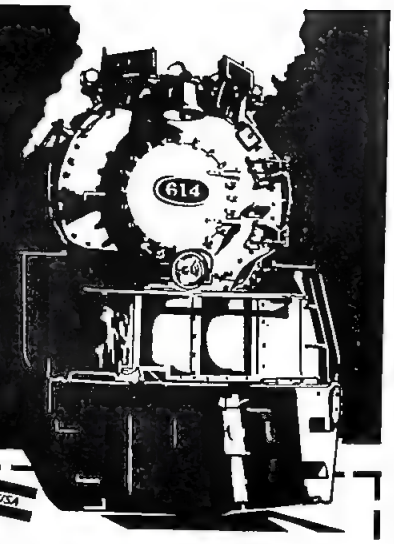

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must *not* be on any "textured" or matte surface paper and must not be mounted on a board or other rigid backing. You may enter as many photos as you wish, but be sure to include your name and address on *each and every* photo (on slide mounts and on the back of prints) as the photos will be separated from their envelopes and intermixed with other entries during judging. Be sure to include caption information either on the photo or on a separate typed sheet to describe the train, route, date and other circumstances depicted in the image. Also enclose a return envelope with your address on it; postage is not necessary. Please do not mail your Cover One entries in with any other submissions such as news or feature photos. We will return all entries shortly after the December 1991 issue goes on press. Every attempt will be made to return photos in the same packaging and by the same class of mail in which they were received. R&R cannot be held responsible for photos damaged in the mail or for photos not returned because the photographer failed to include his or her address.

Carefully package your contest entries into one envelope and mail them to: 1991 Cover One Contest, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Entries sent via Federal Express, Airborne, UPS or other couriers which do not deliver to post office boxes should be addressed to: 1991 Cover One Contest, RAILFAN & RAILROAD, Carstens Publications, Phil Hardin Road, Fredon Township, Newton, NJ 07860. Remember, deadline for all Cover One entries is September 4.

RAILFAN & RAILROAD Advertising Index for September 1991

A-B
ASK Design 26
A&R Systems, Inc. 25
Alaska Numismatic Association 26
American Altavista 28
Andover Junction 14,35
Arbor Vitae Studio 30
B.R.M.N.A. 33
Berkshire Videography 33
Blue Mountain and Reading RR 15
The Book Depot 40,41
Boston Mills Press 25
BV&M 27
Bytown Railway 33

C
C&O Historical Society 36
D. Carleton Railbooks 18
Carson Home Video 20
Carstens Publications, Inc. 26,28,30,32,34,69
Challenger Tours 23
Charly's Slides 69
Colorado Railroad Museum 23
Conway Scenic Railroad 30
Crestline Studios 19

D-E-F
Deleware and Ulster Rail Ride 29
The Depot 24
The Depot Attic 22
Des Plaines Hobbies 20
DPA-LTA Enterprises, Inc. 7
Durango & Silverton 17
ECO Works 23
Freight Car Journal 12

G
Gandy Dancer 19
GNP Publications 29
Golden Spike Enterprises 21
Golden West Books 29
Greenberg Publishing 36
Green Frog Productions 9
L.V. Grogan 18

H
H&M Productions 12
Herron Rail Services 17
Highball Productions 36
Hi-Iron Railroad Videos 8
Hopewell Productions 22

I-J-K-L
Identity Checks 12
Interurban Press 24
JMJ Productions 21
Kauffman Creative Services 24
M.F. Kotwski 28
Loco-Motifs 8
Carleton F. Loucks 32

M
Mark I Video 14
Mayfair Games 20
McMillan Publications 16
Edgar T. Mead 69
Metaphor, Inc 30
The Monorail Society 21
Morning Sun Books 21
Moviecraft, Inc. 6
Mystic Valley Railway Society 22

N-O-P
Neff Video Productions 18
Nelson Guild Productions 29
Northern Indiana Commuter 37
Nostalgia Novelties 12
Old Line Graphics 22
Paraphase, Inc. 23
Pentrex ..... Cover III, Cover IV

R
Railfan & Railroad 36,72
Railfinders 30
Rail History Prints 20
Rail Plaque 20
Railroad Avenue Enterprises 18
Railroad Information Service 69
Railroad Video Productions 4
Rails 'N' Shafts 13
Rail Study Tours International 7
Rail Travel Center 24
Railway Productions 35
Revelation Audio-Visuals 6
W.N. Rich 6
John H. Riley 28
Ben Rohrbeck 19
Ron's Books 8
R S Enterprises of NJ, Inc. 18

S
Scanner World 10
Greg Scholl Video Productions 7
The Short Line 8
Al Staufer 14
The Stock Press 26
Sundance Marketing 27
Sunday River Productions 3

T
Tennessee Valley Railroad 27
TGM Productions 34
TLC Publishing 19
Trackside Prints 14,22
Trackside Video 25
Train Cards 38,39
Trains Unlimited Tours 18
The Train Station 10
Transquip 6
Trolley Talk 36
Two Wolf 25

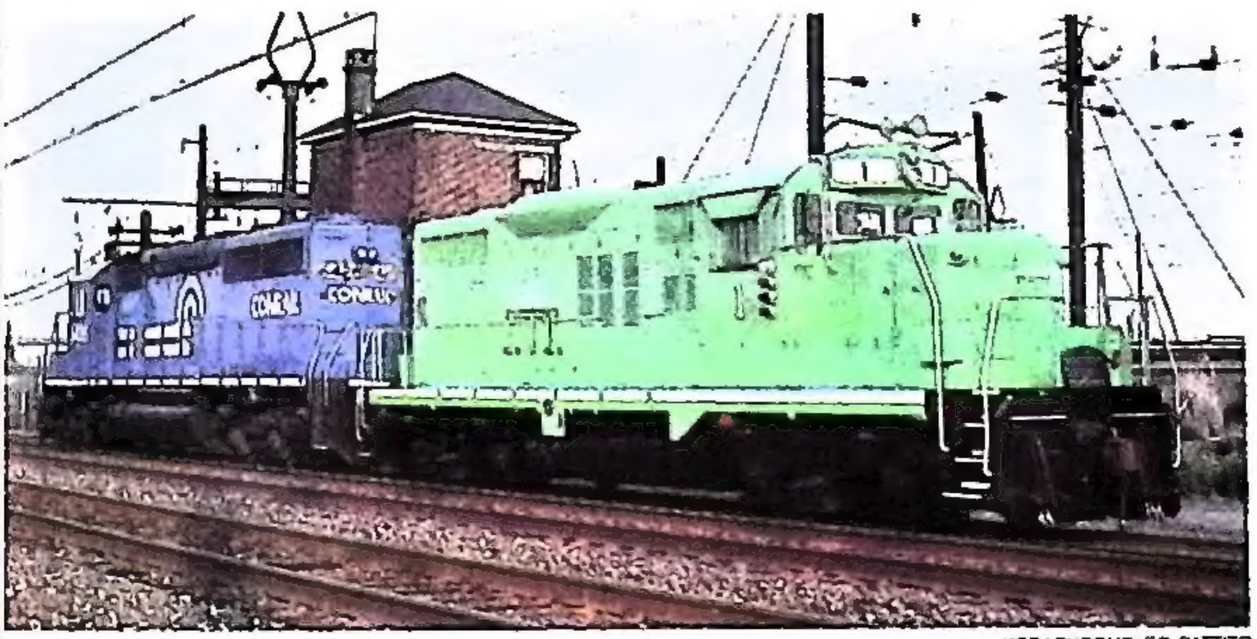
V-W-Z
Video Classics 19
Video Rails 31
WB Video Productions 11
Western Maryland RHS 6
G.C. Wineholt 14

Railnews

KODACHROME LON COONE

COGENTRIX No.8 is an "RL1000" which Republic Locomotive in Greenville, S.C., rebuilt from an ex-US Sugar SW1 for use at the Cogentrix steam plant north of Rocky Mount. It was at Battleboro, N.C., (right) on February 17, 1991. See page 42.

THE GREEN GP10 seen at Hudson Tower (below) in Harrison, N.J., on May 27 was en route to owner Intermodal Technologies, Inc., in nearby Lyndhurst. See page 42.



KODACHROME FP BATTITO

KODACHROME BOB THOMPSON

KIAMICHI's F7A is really just a slug. The KRR SL1 (ex-KCS 4055) was refurbished and mated to GP7 705 (ex-KCS 4156). It was seen at Hugo, Oklahoma, on April 21, 1991. See page 44.

EX-BAR BL2 52 in Janesville & Southeastern paint was westbound on the former Milwaukee Road at Morton Grove, Illinois, with two WICT F-units (below) in freight service on June 5, 1991.

KODACHROME JIM BOYD

YOLO SHORTLINE GE 50-tonner 50 was at Clarksburg, Cal., with a caboose and Alco S1 on May 7, 1991. See page 42.

WESTERN MARYLAND Scenic's RSD5 1689 showed off its 1950s "Fireball" paint (below) at Cumberland on May 31. WMSR will use it to fill in for matching RS3 199 or FPA4 305 when needed.

FUJICHROME TIM WILSON

KODACHROME STEVE BROWN

TWO KODACHROMES JIM BOYD

READING & NORTHERN Railfan Weekend on June 1-2 saw BM&R 4-8-4 2102 hauling hoppers at Auburn, Pa., and C630 5308 and GP30 5513 (right) at a Tamaqua photo run. See page 44.

Railnews

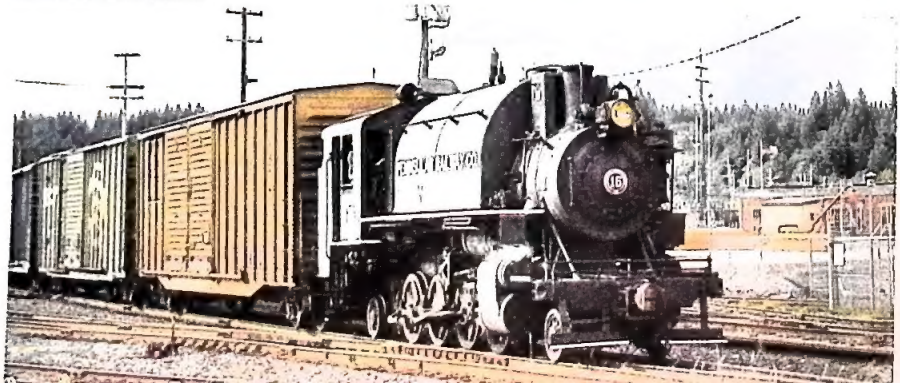
KODACHROME MASON Y COOPER

PORTER No.7 steamed up at Parkersburg, W.Va., on the Little Kanawha River Railroad on June 2 in preparation for its excursion work on the South Branch Valley. See page 44.

N&W 2-6-6-4 1218 sported a gold smokebox (above right) as it ran east on the Virginian at Pembroke, Va., on May 11. See page 44.

ALCO 2-8-2T No.16 was working at the Simpson Timber Comanny's BN interchange at Shelton, Washington, on May 30. See page 44.

KODACHROME MARTIN E HANSEN



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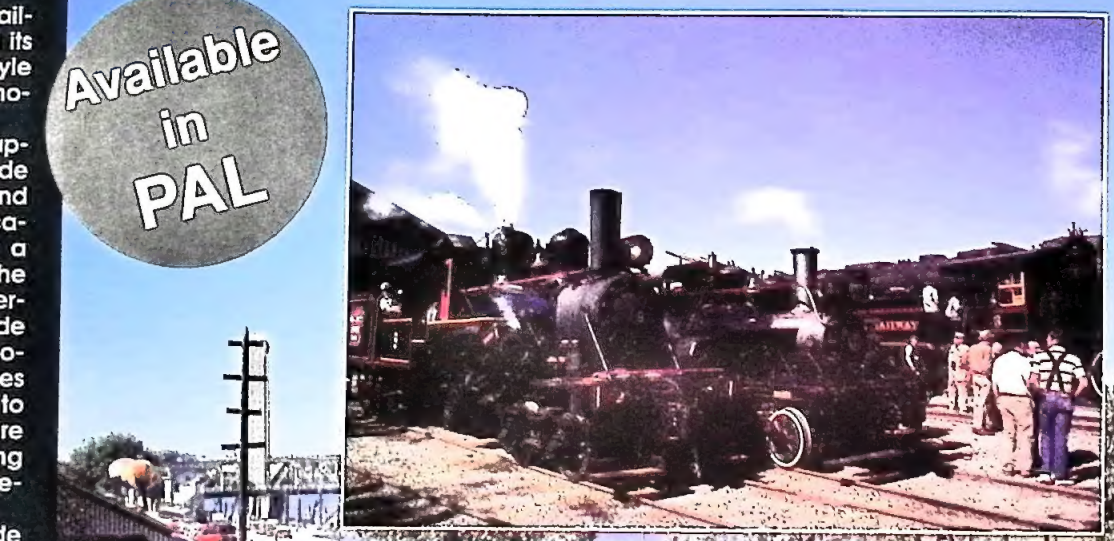

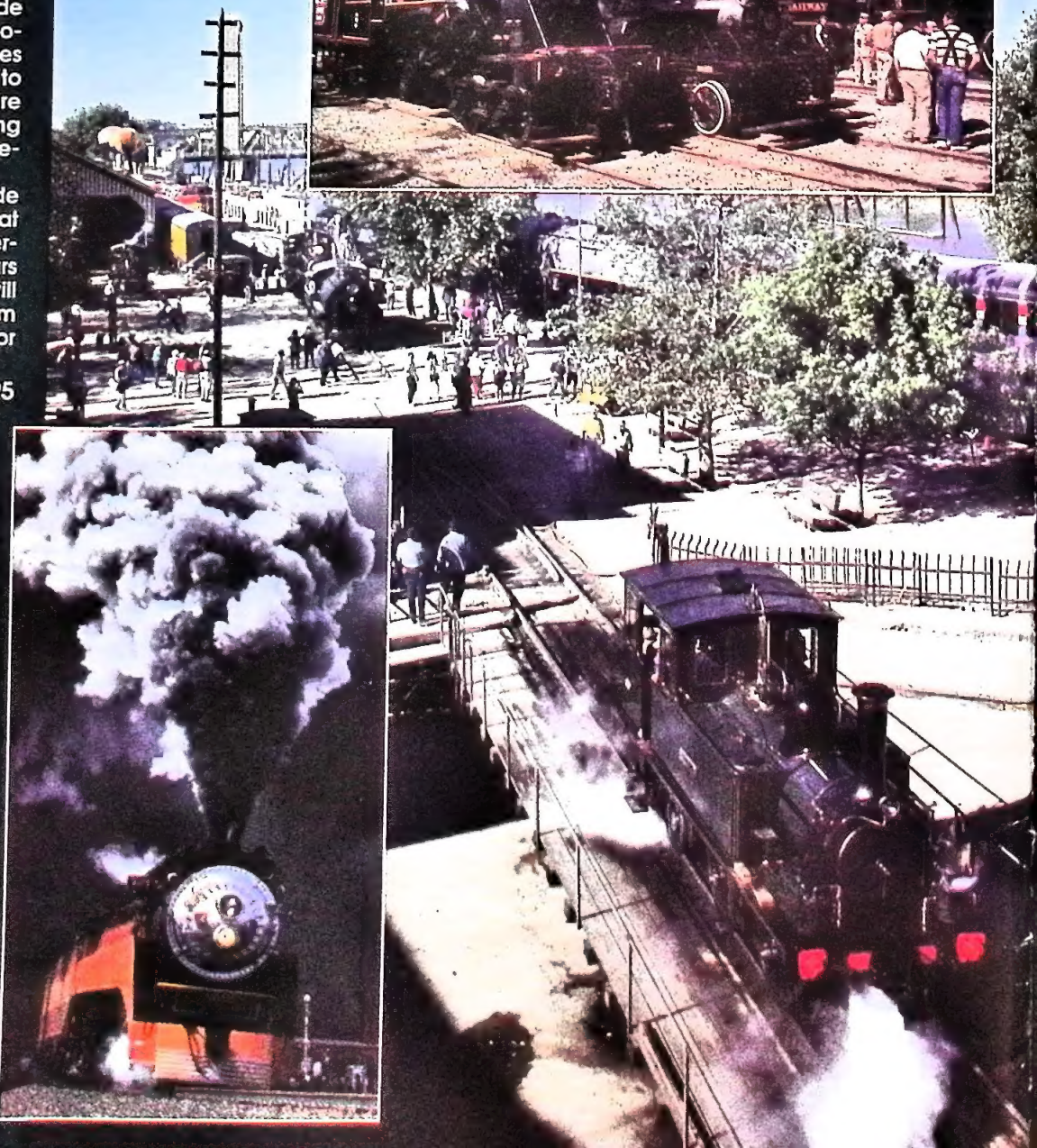

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